

**TAX REDUCTION
WORK LAID OUT
FOR COMMITTEE**

Mr. Green Calls Session for
October—Both Parties
Seek Credit

**VIGOROUS CONTEST
ASSURED CONGRESS**

Administration Program on
Tax Legislation Held Un-
certain by Observer

Special from Monitor Bureau

WASHINGTON, Aug. 29.—The work of formulating a tax reduction program and drafting a bill for that purpose will be started Oct. 31, William B. Green, Republican leader from Iowa, chairman of the House Ways and Means Committee, which originates such legislation, has issued a call for the committee to meet on that date.

It is his plan to have the committee work throughout the month of November on the tax measure so that it will be ready for presentation to the House as soon as Congress convenes the first week in December. Mr. Green has expressed himself as opposed to a special session of Congress.

The writing and enacting of tax legislation will be one of the major political issues of the forthcoming congress. Both parties are very desirous of securing credit to themselves for such legislation for campaign purposes next summer. The Republicans, under the leadership of Treasury executives, are maintaining the surplus available for tax reduction, while the Democrats are insisting that the sum available for this purpose is anywhere from \$300,000,000 to \$500,000,000.

Not Giving Out Figures

In a statement containing his views on the controversy of surplus, Mr. Green took issue with Treasury authorities that only \$150,000,000 in surplus would be available for tax reduction. He agreed, however, with the administration leaders that if a substantial reduction was effected, Congress would have to be careful about the expenditures it authorizes.

Mr. Green would not estimate any definite sum as the possible surplus, although some weeks ago he indicated that he doubted whether a reduction of \$300,000,000 as forecast by some Democratic leaders would be possible.

The bitter contest that is certain to be waged between Democrats and Republicans over the tax-reduction project is complicated by several factors: the margin between the parties in the House is very small, and in the Senate they are evenly divided with the further complication that the insurgents of both sides hold the balance of power; and, secondly, the insurgents, who have already indicated their determination to oppose such proposals as repeal of the estate tax, will be in a position to make themselves felt very considerably in the final enactment of tax legislation.

This situation makes the outlook, as far as an administration program of tax legislation goes, most uncertain. Farm bloc leaders with an avowed intention of renewing their efforts in behalf of the McNary-Haugen bill, and Democrats with plans for an attack on the tariff act, are certain to influence materially the alignment not only in favor of a tax measure, but on the various classes.

(Continued on Page 2, Column 5)

MISS LLOYD GEORGE DECLINES

LONDON, Aug. 29 (AP)—Miss Megan Lloyd George, daughter of the former Premier, the Westminster Gazette says, has declined the invitation to attend the conference to contest the parliamentary seat for Pontypridd, Wales. The Liberal Association sought Miss Lloyd George's candidacy in behalf of the Liberal Party.

INDEX OF THE NEWS

MONDAY, AUGUST 29, 1927

Local

English-Merchant Compares Methods 1
Nichols Urges School Budget Plan 1
Morgan Memorial Camp Closes 4B
Business Executives in Study Group 4B
Harvard Geological Expedition 4B
Rockies 4B
Girls' Society to Expand 4B
Prizes for Garden Awardees 4B

General

World Fliers Finish Second Lap 1
Justice Points Way to Better Law 1
Laid Scale Shows Progress 1
Tax Reduction Program Work Laid Out 1
Out 1
Forces United to Put Dry Law in Loyal Hands 1
London to London Flight Started 1
France Sets Price for Evacuation 1
Senator Predicts Republican Dry Plank 1
Canadian Grain Rates Are Equalized 1
Basis of Agreement Seen in China 1
Fact on Power Taken Lead 1
Treasury Saves on Tax Collections 1
Bryn Mawr Pleased at Success 1
Greenwich Village Shows Costly Fact 1
Miami Greets Greek Society 1
Cincinnati Gains Under City Manager 1
Government Out of Air Mail Sept. 1 1

Financial

Stock Market Irregular 12
New York Stock Prices 12
Boston Stock Market 12
New York Curb Market 12
Steel Orders Gain Slightly 12
Stock Markets of Leading Cities 12
Good Demand for Shoes and Leather 12

Features

Bill of Roman Papacy Freshly Repealed 1
The Bundles 1
Radio 1
World News Page 1
The Children's Page 1
The Boy Who is a King 1
The Diary of a Suburban Dog 1
The Home Forum 1
Safety in Obeyance 1
A News and Comment 1
What They Say 1
In Lighter Vein 1
World's Press 1
Editorials 1
Editorial 1
A Cat's-Eye View of the Law 1
The Week in London 1

**See One American Store, See All,
Says Visiting English Merchant**

C. H. Wilson of Barnsley, England, Finds System Dis-
places Individuality—Declares Bypassing Methods
Make for Similarity

Before the luncheon today, given by the retail trade board of the Boston Chamber of Commerce, the spokesman of the party of British retail merchants, who have been touring the United States and Canada, studying retail methods, discussed the fundamental and essential difference between the stores of the two countries. He said that while the American store is conducted more upon a system, the English establishment is run on a more intimate and personal relationship.

"The English stores, outside of London, of course, which is much the same as New York in its methods," said G. H. Wilson of Butterfields and Massie, L., of Barnsley, Eng., who is making the tour, and who has been a student of retail methods for 25 years, "are on a much smaller scale than your American stores, the relation between the employer and the employee is more intimate, and the sale to the buyer much more personal."

"The retail system in the United States is strictly one of method, and of rule and regulation, and subordination for the employee," continued Mr. Wilson in an interview at the Hotel Statler. "While the English assistant or salesman, as you call him, is more of an artist. He serves an apprenticeship in his store, is placed in the department where he will fit the best, and is allowed more of freedom and opportunity for initiative in his work."

Says Boston Very English

"And one other difference is marked," he continued. "You in America have educated your buying public up to the acceptance of rest rooms and other welfare conveniences as a matter of course. The result is a clearly apparent increase in overhead costs, with an increase in costs of merchandise inevitably following."

**WORLD FLIERS
FINISH THEIR
SECOND LAP**

Pride of Detroit Reaches
Munich—London Airmen
Forced to Return

By the Associated Press

Followers of the adventurous epic that airmen have been crawling across the sky this summer had to keep their eyes on three continents and two oceans to read the latest chapter today.

Terry Tully and James Medcalf took off from London (Ont.) on a non-stop flight to London, Eng., but were forced back by a storm.

Edward F. Schlee and William S. Brock made the second leg of their round the world race against time, begun yesterday at Harbor Grace, New Brunswick, and ended in London, to Munich.

Paul Redfern, a lone flier who took off Thursday from the Georgia coast on a non-stop flight to Rio de Janeiro, had not arrived and it was considered a certainty that he was down somewhere along his long and hazardous course. There was one report that a plane had been seen over the Orinoco Delta flying south Saturday.

On the Pacific determined searchers were making the seas for the seven persons missing since the recent Dole air derby from the west coast to Hawaii.

Old Glory in New York and the Royal Windsor in Windsor, Ont., waited favorable weather for flights to Rome and Windsor, Eng., respectively.

European Fliers Waiting

In Europe several aspirants for transatlantic honors bided the weather and a touch of humor was injected into the general feeling of tension. Charles A. Levine, who has flown the eastward ocean passage and hopes to fly the westward, made a mystery flight from Paris. He left without the knowledge of his pilot and suspicion that Levine intended to fly the return journey was dispelled when he bumped down onto the field at Croydon.

MUNICH, Aug. 29 (AP)—Completing the second lap of their round-the-world flight, Edward F. Schlee and William S. Brock arrived here in their monoplane, Pride of Detroit, from Croydon Field, England, this afternoon.

City and state officials, the American consul and a large and enthusiastic crowd, the members of which had been waiting for several hours, cheered loudly as the graceful monoplane came down at the Munich airfield shortly after 4 p. m.

LONDON, Aug. 29 (AP)—The monoplane Sir John Carling, which took off early this morning for London, England, returned to its starting point today, driven back by a storm it ran into south of Oakville.

Ran Into Rain Storm

Captain Tully and Lieutenant Metcalf took off in the Stinson-Detroit monoplane at 5:50 o'clock this morning and were back at their starting point at 11 o'clock. Although the weather was fine at the hopoff, the aviators ran into a heavy rainstorm while flying over Lake Ontario. When they reached Oakville, just west of Toronto, they decided that storm con-

(Continued on Page 2, Column 2)

**Women Favor Bluebird
to Represent New York**

Special from Monitor Bureau

AN ATTEMPT to have the bluebird made the official state bird is to be inaugurated by the New York State Federation of Women's Clubs, following a contest in which clubwomen and school children voted for their favorite songster. The contest is one of those inaugurated throughout the country by the General Federation of Women's Clubs as a measure of obtaining legislative protection for birds.

The robin and the oriole were both popular in the New York contest but were left out in deference to Virginia and Maryland, which already have chosen them, says Mrs. Charles Cyrus Marshall of New York, chairman of the state federation conservation committee. "Bob-white" was second and a number of women voted for the quail through a desire for year-round protection for this bird.

(Continued on Page 4B, Column 4)

**PREVAILING MOTOR
INSURANCE RATES
WILL BE RETAINED**

Commissioner Monk Predicts
Few Changes in Schedule
—None Important

Few changes will be made in the rates under the compulsory automobile law, Wesley E. Monk, insurance commissioner, said today when asked as to the outcome of a hearing held recently on the subject of modification of the existing rates.

The compulsory automobile insurance law went into effect on Jan. 1. Data relative to its operation up to May 31 is now being determined by Mr. Monk, with a view to determining whether there should be any change in the rates.

Under the statute the commissioner must determine by Sept. 1 changes which would go into effect for the forthcoming registration year. If any changes are made for next year, he said, it would be in the matter of classifications. He indicated these would be few, if any.

**Outspoken Republican Dry Plank
Is Predicted by Senator Fess**

Ohioan, Returning From Visit With President Coolidge,
Declares Only Modification of Prohibition Will
Be Toward Greater Stringency

CLEVELAND, O., Aug. 29 (Special).—"The Republican Party will go on record at its national convention next year for absolute enforcement of the Volstead act. That will be one of the principal planks in the party's platform."

This statement was made here by Simeon D. Fess, United States Senator from Ohio and one of the Administration leaders in the Senate, in an interview for The Christian Science Monitor. Senator Fess is just back from a visit with President Coolidge in South Dakota.

"Strict and complete enforcement of prohibition will be the stand of the Republican Party," he said. "I couldn't be otherwise. The vast

majority of the American people want prohibition enforced."

Says President Is Favorable
"All of these demands for modification of the Volstead act will simply lead to stricter enforcement. I believe that the act will be amended and changed somewhat by the next Congress, but these amendments and changes will call for stricter enforcement, and will be for the purpose of making the law more effective."

"Prohibition is making great progress all over the Nation. It is a little slower and a little harder to enforce in the large cities, but the law is making headway, nevertheless."

"President Coolidge is for absolute enforcement of the prohibition laws. He always has been. But he is for enforcement of all laws and for that reason has not felt that he should take any decided stand for one law over another."

"I believe Andrew Mellon, Secretary of the Treasury and chief enforcement officer, is absolutely sincere and honest in his efforts to enforce the prohibition laws which have been placed in his charge. Regardless of what has been said of his personal views and what they may be, I know he places enforcement of the laws of the Nation first."

Thinks Change Inadvisable

"There has been some talk of changing the provisions of the Volstead act so enforcement will be in the Department of Justice. That is the logical place for it, but as the enforcement machinery has been built up in the Treasury Department, it would be a difficult matter to switch it and might put us back considerably in the progress we have already made."

"Regardless, however, of what changes may be made in the law, we can count on them being in the direction of stricter enforcement."

(Continued on Page 2, Column 2)

**MAYOR ASKS
BUDGET PLAN
FOR SCHOOLS**

Mr. Nichols Tells Finance
Commission Present System
Is Unjust to Taxpayers

The Boston Finance Commission has before it for consideration at its next meeting a request from Mayor Nichols asking the commission to consider the desirability of installing an "adequate" budget system in the school department.

The Mayor says that under the present system the school committee's budget absorbs all of the money for school purposes, and that the Legislature allows it to appropriate from the taxes without regard as to whether it needs that amount or not. He charges that this system results in failure to control expenditures, with resulting injustice to the taxpayers.

Explains Veto

His letter which the commission has before it is as follows:
"In attempting to reduce the tax rate this year, I found it necessary to veto the appropriation order of the school committee for the reason that the total appropriations were at least \$500,000 in excess of the probable expenses of the year. My action was supported by the vote of two members, who publicly stated that in their opinion the appropriation order provided for more than the requirements for the fiscal year. The school committee later submitted to me an appropriation order \$200,000 less than the original, which I further limited by an additional \$300,000. This latter action of mine failed to receive the support of the school committee."

"As a result of my investigation of school appropriations, I am satisfied that the budget upon which they are based is an instrument which absorbs the total appropriating power without regard to the necessary requirements of the fiscal year. That this is so, is clearly shown in the huge unexpended balances remaining at the end of each year. This practice is unfair to the taxpayers, in that taxes assessed in one year include many hundred thousand dollars that will not be needed until the following year. Such budget procedure falls in its most essential element, namely, the control of expenditure."

Deplores Increase

"Believing, as I do, that school expenditures are increasing out of all proportion to the small increase in school population, it occurs to me that a properly devised budget system, patterned after the one in effect for other city and county departments, would be an effective aid to the school committee in determining the appropriations necessary for the expenses of each year."

"Your commission is now considering the advisability of a survey of all school activities. Such a survey, if determined upon, obviously will be of long duration. In the meantime much could be accomplished through the installing of a proper budget system. You are, therefore, respectfully requested to investigate the advisability of installing an adequate budget system for the school department, and to report to me at your early convenience."

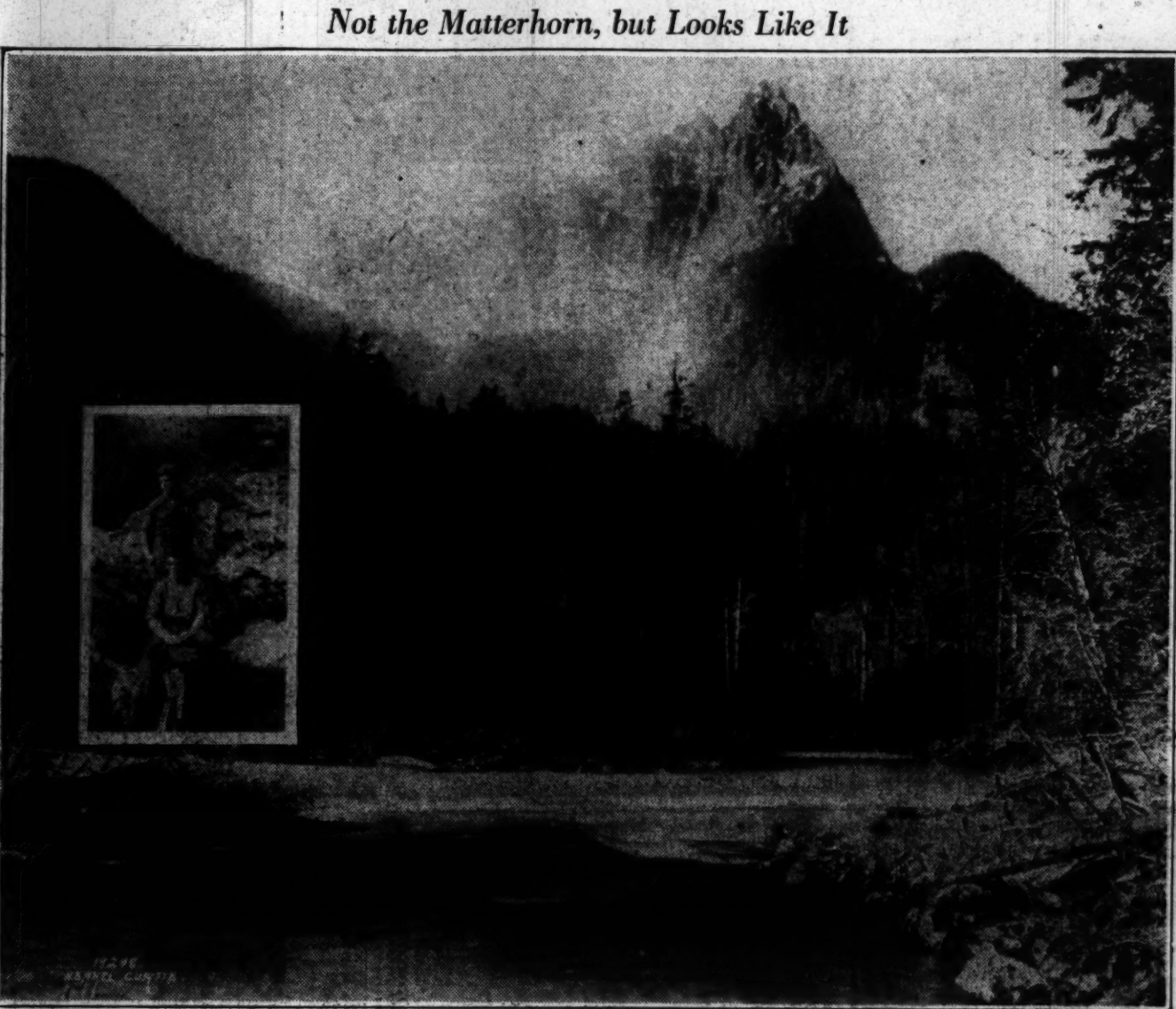
Horticulturists Meet

AMES, Ia. (Special Correspondence).—This city was chosen for the 1928 meeting place for a school of horticulturists from Canada, Nebraska, Iowa, Minnesota, and the Dakotas at the recent convention of the American Society of Horticultural Science held at St. Paul, Minn.

Upholding the recent action of the National Education Association, which has recommended that schools renew their temperance education, Mr. Webster said, "The 800,000 teachers of our country are going to labor with 20,000,000 boys and girls until the curse of intemperance is lifted."

Dr. Alfred F. Richards, president of Hamline University, St. Paul, brought a smile to the gathering when he recalled from childhood memory a song of the early temperance days. "I used to sing a song telling old King Alcohol to tremble because boys were going to grow up," he said. "Well, we grew up and John Barleycorn went down."

"At a temperance meeting before the days of prohibition, a speaker boldly predicted that our grandchildren would not know the meaning of the word 'saloon.' Not long ago my own daughter, 13 years old, said to me, 'Daddy, what was a saloon?' This means we are rearing a generation that has no basis of comparison with the past. This calls for education."



MT. INDEX IN THE CASCADES
At the Right of the Picture is the Peak, Rising 3500 Feet From Lake Serene, Which Was Scaled by Lionel Chute of the University of Washington and Frank Hill, an Eagle Scout, of Seattle, Seen in the Inset. It is on the Skykomish River, About 75 Miles Northeast of Seattle. So Far as Is Known It Was Never Scaled Before. The Lads Are to Try Another Climb in Order to Plant a Flag at the Top.

**GERMANY MUST
FORGO IDEA OF
AUSTRIAN UNION**

Price Is Set by France for
the Early Evacuation
of the Rhineland

By Cable from Monitor Bureau

PARIS, Aug. 29.—France is prepared to accede to the German request for complete evacuation of troops from the Rhineland prior to the official withdrawal date of 1935. So much is stated for what is believed to be the first time in the local press. A price is mentioned, however, for such evacuation. Germany must guarantee the eastern frontiers contiguous to Poland and Czechoslovakia, and at the same time renounce formally the idea of proceeding with Austro-German union.

Such widely different newspapers as the semi-official Temps and the Socialist organ Quotidien declare the above-mentioned French thesis for a Franco-German accord. Quotidien says: "The Rhineland evacuation will show the Reich once more the pacific intentions of France," and admits at the same time that a part of French opinion desires this evacuation. Le Temps states that German willingness to share in an eastern European Locarno and give up the thought of Austro-German union would place evacuation on a totally different basis.

It is worth noting that this proposal was made only after an Anglo-French agreement had been arrived at on the immediate reduction of Rhineland effects from 70,000 to 30,000. However, a great effort may be seen to dovetail the Anglo-French viewpoints on the various political problems arising from time to time, and the conviction is deepening here that Anglo-French friendship must be the starting point for any endeavor to carry the Locarno peace policy further afield in Europe.

Evidence of this is found in the preparations being made to take Sir Austen Chamberlain when he is here tomorrow and Wednesday en route for Geneva. He will be given from the

(Continued on Page 2, Column 4)

**Student and Scout Scale Peak
in Oregon Called Inaccessible**

Finger of Sheer Rock 3500 Feet High Failed to Halt
Seattle Lads—Eight Hours Up and Four Down

SEATTLE, Wash. (Special Correspondence).—That there is always a way to climb a mountain peak, even when the peak is reputed to be unscalable, is the conclusion reached by Lionel Chute, 24 years old, a Seattle Scoutmaster and University of Washington student, and his friend, Frank Hill, 15 years old, an Eagle Scout, after conquering the northern pinnacle of Mt. Index in the Cascade Range.

This mountain, which rises 6125 feet from sea level, is located on the Skykomish River, near Index, 75 miles northeast of Seattle. The highest peak is to the south and has been scaled a number of times. The opposite of the mountain is marked by three fingers of rock, the extreme northern one of which rises almost sheer for 3500 feet from Lake Serene, which is itself about 2500 feet up the mountain. This spine as far as can be learned had never been climbed before the ascent made by the two youths, though many attempts are on record.

"We started at 6 o'clock in the morning and it took us eight hours of steady climbing to get to the top," declared Lionel Chute in telling of their experiences. "We stayed on the top about 15 minutes, then took four hours to get back to Lake Serene. Once, the rope over which I was descending from a knob of rock parted. I jumped about six feet to a narrow ledge and landed safely. It was about 2000 feet straight down to the next landing."

On the way up, the young men dropped their lunch, and went without food or water for 12 hours. But they kept what to them was more important, and that was their kodak. They took several pictures going up and from the top.

"We found that we could use roots, small trees, protruding pieces of rock and other things to help us climb the way we went," said Mr. Chute. "We also used each other's shoulders in getting to certain ledges. Next summer we are going back again and plant a flag."

**CANADIAN BOARD
SETS NEW RATE
FOR COAST GRAIN**

Freight Charges Are to Be
Equalized With Those
Obtaining Eastward

OTTAWA, Aug. 29 (Special).—The judgment of the Board of Railway Commissioners issued here, giving the export rate of grain via Vancouver the same advantage as grain for export eastward to the head of the lakes, as now obtains under the Crowns Nest Pass agreement, and also ordering a reduction on grain rates from head of the lakes ports eastward, is expected by railway officials to result in a very substantial reduction in railway revenues, running perhaps into millions of dollars annually.

The board orders that the rates on grain and flour from all points on the Canadian Pacific branch lines in the three prairie provinces to the head of the Great Lakes be equalized with the present Canadian Pacific main line rates. Other railways in the prairie provinces are required to adjust their rates correspondingly. This, it is stated, will mean reductions from every point located on branch lines or any railway in western Canada which exceeds the main line scale of rates.

The reductions in rates on grain and flour will involve, according to rate experts in the aggregate, several million dollars, which will accrue to the advantage of the grain growers of western Canada.

West-Bound Rates Revised

The export rates west-bound to the Pacific coast are also revised so as to put all branch line points on a footing of equality with C. P. R. main line points. This is an important readjustment, which it is expected will be of advantage particularly to grain shippers in Alberta and Saskatchewan.

Freight tariffs on merchandise shipped from distributing centers in the three prairie provinces are ordered to be revised so as to secure the advantage of the short haul mileage. At the present time these

(Continued on Page 2, Column 3)



Babsie Knows
No "We" and "They"

HOW a little child intervened and brought individuals of two nationalities together will be told

TOMORROW
on the
Educational Page

tion, a great deal of education. I know of no organization better fitted to do that job than yours."

Medal to New York Girl
"A girl in 56,000," was the title given to Miss Gladys Widrick, of East Syracuse, N. Y., who won the Grand Diamond Medal of the W. C. T. U. for her reading, "Guarding America's Glory." It is estimated that 56,000 young men and women took part in the preliminary contests that led up to the finals here.

The diamond medal contest, held at this convention, the first in a decade, marks the revival of an educational method that helped to bring about prohibition. Get the young people to declaim temperance, one of the pioneer members of the organization believed, and you will fill the air with sound reasons for the abolition of the saloon. Mrs. Adella E. Carman, who established the oratorical contests, began the work in her own parlor.

According to her plan, young people were given the opportunity to compete for medals, first silver, then gold and then the national diamond medal. A round million of boys and girls, it is figured, have taken part in these contests since they were begun 40 years ago. In the contests as they have been revived and modernized, the youths who participate prepare, memorize and deliver arguments for law enforcement and law observance.

Although not the most spectacular of victories, the decisions of the United States Supreme Court in favor of a strict construction of the Eighteenth Amendment are of the utmost importance. Mrs. Lenna Lowe Yost of Washington, D. C., told the convention. Mrs. Yost represents the W. C. T. U. at the national Capitol. More than 40 such decisions have been obtained, she said, and she paid tribute to Mrs. Mabel Walker Willebrandt, Assistant Attorney-General, for her arguments in 24 of the cases.

A defense of the boys and girls of today was made by Dr. Valeria H. Parker of New York City, director of the department of social morality of the W. C. T. U. "In spite of pessimistic and noisy charges," she said, "a study of the facts must convince the earnest inquirer that the morals of our youth are not becoming degraded but that the contrary is the case."

Mr. Volstead Presented
Presentation of Andrew J. Volstead was a main feature of the Saturday convention program. A big bouquet was thrown by the man whose name has become synonymous with prohibition. Mr. Volstead said in an interview that he thought the decision of the W. C. T. U. to enter actively into politics to get dry nominals was wise. "It is the only thing for them to do," he said. "Since prohibition is the best method to bring about temperance, they need to act politically."

In his address to the convention, Mr. Volstead voiced approval of the recent reorganization of the Federal Prohibition Enforcement Service. As to proposals of wets to obtain modification, he said, "You cannot have prohibition with beer and wine."

OIL CONCERNS BLAMED FOR "BLUE SKY" TACTICS

WASHINGTON (AP)—The Federal Trade Commission has ordered eight Texas oil concerns to cease misrepresenting to the public their holdings and financial arrangements. The "blue sky" companies involved are:

Henry H. Hoffman and others of Houston; J. H. Crites and others of Fort Worth; Roller Oil & Refining Company, Inc., and others of Mexico; Dispatch Petroleum Company and others of Wichita Falls; Perryman Investment Company of Houston; MD-American Oil & Refining Company and others of Fort Worth; Right Way Royalty Syndicate of Fort Worth, and S. F. Shepard and others of Chicago.

RADIOCAST PERMITS MUST BE RENEWED

Special from Monitor Bureau
WASHINGTON, Aug. 29.—Warning was issued by the Federal Radio Commission today that applications for renewal of radio-casting licenses must be in its hands by Sept. 6. Under the 60-day permits on which stations are now operating, all licenses expire Aug. 15.

More than 40 stations have so far failed to apply for renewal of their operating permits; and according to the commission's notice, unless they do so by midnight, Sept. 6, their grants will be revoked.

FIG GROWERS ORGANIZE

AUSTIN, Tex. (Special Correspondence)—The Gulf Coast Fig Growers Association, comprised of practically all the fig growers of Texas, has been formed. Its aim is to obtain better prices for the growers. First class figs now bring 3 1/2 cents a pound and second class figs are not in demand. The former price was 4 cents for firsts and 2 cents for seconds.

EVENTS TONIGHT

Theaters
Hollis—"The Baby Cyclone," 8:15.
B. F. Keith's—Vaudeville, 2, 8.
Art Exhibits
Museum of Fine Arts—Open daily except Monday, 10 to 5. Free admission to the gallery Tuesdays and Fridays at 10 to 5.
Fogg Art Museum of Harvard at Broadway and Quincy Street, Cambridge, free each week day from 9 until 5, and Sundays from 1 to 5.

EVENTS TOMORROW

Executives' training conferences, auspices of the Associated Industries of Massachusetts and the Boston University College of Business Administration, continues through Friday.

Address, "Boys and Girls," by George B. Campbell, Superintendent of the Industrial School for Boys at Shirley, Kiwanis Club, City Club, 12:30.

THE CHRISTIAN SCIENCE MONITOR

Founded 1893 by Mary Baker Eddy
An International Daily Newspaper
Published daily except Sundays and holidays, by The Christian Science Publishing Society, 107 Falmouth Street, Boston, Mass. Subscription price, payable in advance, postage paid at Boston, Mass.: One year, \$10.00; six months, \$5.00; three months, \$2.50; one month, \$1.00. Single copies, 5 cents.
Entered at second-class rates at the Post Office at Boston, Mass., U. S. A. Acceptance for mailing at a special rate of postage provided for in section 1103, Act of Oct. 3, 1917, authorized on July 11, 1918.

FIFTY NEW YORK AIRFIELD SITES TO BE EXAMINED

Byrd, Lindbergh, Chamberlin Are to Help Hoover Board in Choice

Special from Monitor Bureau
NEW YORK, Aug. 29.—The committee which Herbert C. Hoover, Secretary of Commerce, appointed to report on suitable sites for New York's municipal airport has received offers of 50 available locations within the New York area and will now proceed to investigate the most promising fields.

After compiling data on each of the locations offered, the sub-committee has had a map prepared showing in detail the location, boundaries and other characteristics of the field. The sites under consideration are located in all the boroughs except Manhattan and several others came from Long Island, New Jersey and Staten Island. Mr. Guggenheim, chairman of the sub-committee, announced that he has just announced.

The committee will have the advice of Commander Richard E. Byrd, Col. Charles A. Lindbergh, Clarence E. Chamberlin and other aviators before submitting its recommendations. The sub-committee will make its report to the committee-of-the-whole, generally known as Secretary Hoover's Fact-Finding Committee, of which W. P. MacCracken Jr., Assistant Secretary of Commerce for Aeronautics, is chairman. Other members of the sub-committee on location are: Lester W. Seymour, chief engineer of the National Air Transport of Chicago; W. Lawrence Page, engineering consultant, the Western Aviation Co. of Philadelphia; James H. Scarr, weather forecaster, representing the United States Weather Bureau, and John Dwight Sullivan, commander of Aviators Post No. 763 of the American Legion.

FESS PREDICTS FLAT DRY PLANK

(Continued from Page 1)

That will be the stand of the next Republican convention. The "pernicious habit" of opposition parties in America of making a practice of questioning every move of a President and of declaring every act of his political inaction a withdrawal as a candidate for re-election, Senator Fess said.

Predicts Coolidge Nomination

"We have gotten to a point in this country where the President cannot make a move of any kind, or even go on a vacation without the opposition party declaring it political," said "President Coolidge has always wanted to spend a summer in the West and two years ago planned the present vacation. It is largely this pernicious criticism that has decided him to withdraw."

"He meant exactly what he said when he declared he did not 'choose to run again.' He has told me that very emphatically."

"Yet, I am willing to aver that he will be the nominee of the Republican Party before the fifth ballot is taken at the convention next year. And he will have to accept, for no man could refuse a call of that kind."

"The President does not want his friends making these predictions. But I am making it anyway for I am not working for him in this case. I am working for the country, for it needs him another four years."

Senator Fess, who has received mention as a possible Presidential candidate, since President Coolidge announced his withdrawal, disclaimed any ambition for the honor.

OHIO JUDGE BLOCKS NEW GAMBLING PLAN

Rules "Purse Donations" Scheme of Chance

CLEVELAND, O., Aug. 29. (Special)—"Purse donations" were declared a violation of Ohio's gambling laws in a decision handed down here by Carl V. Weyand, common pleas judge, which he refused to grant injunction preventing Edward J. Hanratty, sheriff of Cuyahoga County, from interfering with betting on dog races, which opened here recently.

As the result, deputies from Sheriff Hanratty's office and from the office of Jacob Bollinger, sheriff of Summit County, were at the track and prevented taking of "contributions."

Judge Weyand held that purse donations were a "scheme of chance" and constituted gambling. Attorneys for the track promoters announced they would make a test later in the week and would carry the case to the higher courts. Purse donations consist of race followers donating any sum they wish to the purses. Later they share in the "purse distribution."

PANAMA CANAL LINER TO BE LAUNCHED OCT. 1

Schenectady, N. Y.—A new record in the annals of American shipbuilding will be set with the launching on Oct. 1 of the S.S. California, the largest commercial steamship to be built under the American flag. This ship, being built by the Newport News Shipbuilding & Drydock Company at Newport News, Va., will be used by the Panama Pacific line, a subsidiary of the International Mercantile Marine Company in intercoastal trade on a 5500-mile run between New York and San Francisco, via Havana and the Panama Canal. She will carry 10,000 tons of freight and will be electrically driven.

The California represents the first step in an extensive construction program planned by International Mercantile Marine Company. Contracts have already been let for

WORLD FLIERS REACH MUNICH

(Continued from Page 1)

LONDON, Aug. 29. (AP)—Charles A. Levine landed at the Croydon airfield in his airplane Columbia at 4:05 o'clock this afternoon. There was difficulty in making the landing and the Columbia circled over the airfield four times before coming down. Later Levine was in touch with members of the Air Ministry and the customs, explaining to the latter why he arrived without the proper documentary credentials.

He told the Associated Press that he started from Le Bourget with fuel for three hours' flight, but without a map. He reached the channel without difficulty and then made out London, but for a time could not locate Le Bourget field.

Experts consider that, in view of his inexperience as a pilot, he made a good landing, especially as the stabilizer on the plane was not properly adjusted. They were somewhat alarmed until he came to earth safely.

PARIS, Aug. 29. (AP)—Charles A. Levine took French leave of France today without telling anyone of his intentions. He flew his transatlantic monoplane Columbia away from Le Bourget field and went straight to London, giving Maurice Drouhin the most unpleasant of all the surprises that have come to the Frenchman's way since he agreed to pilot Levine from Paris to New York.

When it was learned that Levine had slipped away in the Columbia, two French pilots set out to "catch him," but failed. Drouhin then announced that he would sue Levine in the United States for breach of contract. He said he had taken the precaution to have the contract registered at the American consulate.

British Supply Fliers With Maps and "Courses"

By Wireless via Postal Telegraph from Halifax

CROYDON, Aug. 29.—British courtesy to the round-the-world fliers, William Brock and P. Schlee, was exemplified when the intercontinental monoplane Columbia away from Le Bourget field and went straight to London, giving Maurice Drouhin the most unpleasant of all the surprises that have come to the Frenchman's way since he agreed to pilot Levine from Paris to New York.

When it was learned that Levine had slipped away in the Columbia, two French pilots set out to "catch him," but failed. Drouhin then announced that he would sue Levine in the United States for breach of contract. He said he had taken the precaution to have the contract registered at the American consulate.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The fliers in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

PLAN OFFERED TO MODERNIZE MERCHANT SHIPS

"Idle Fleet" Could Be Made Over to Advantage, Say Architects

Special from Monitor Bureau
NEW YORK, Aug. 27.—A plan of reconditioning and modernizing the laid up ships owned by the United States Shipping Board, which it adopted, would place them on a parity with the new vessels being constructed by Great Britain, has been formulated by Gibbs Brothers, Inc., naval architects and engineers, according to an announcement just made here.

Although William F. Gibbs, head of the firm, and the map who drew the plans for reconditioning the Leviathan after the Germans had damaged her, would not specify the details embodied in them, it was reported in informed quarters that the proposal had been made to the Shipping Board.

According to report, intensive tests have been going on for more than a year with actual working models of the hulls of the Navy Department at Washington, and by alterations at the bow and stern of various types of ships an increase in speed amounting to a nautical mile an hour may be gained. This would give many of the freight vessels an average speed of 13 1/2 nautical miles an hour. Costs for the re-conditioning would be approximately 60 per cent of the cost of building a new vessel of similar type.

The Shipping Board has \$15,000,000 left of a \$25,000,000 appropriation for modernization of its fleet. \$10,000,000 having already been spent mostly for the Dieselization of the former steam-propelled craft. The Gibbs plan would be utilized, inasmuch as this would include Diesel-drive and have the advantages of additional speed.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

The vessels in the laid-up fleet of the Shipping Board, which are actually in the hands of the Navy, have been sent forward for many of them, were said to be of the right size and cargo-carrying capacity. A recent survey showed the average size of freight vessels to be approximately 10,000 deadweight tons, with 600,000 cubic feet of space. The American vessels meet this average, but in speed are deficient, the average of freight steamships being 13 nautical miles an hour, which is faster than the intercontinental monoplane.

EXPEDITION GOES TO BRING CANADA DATA ON STRAITS

Whether Hudson's Straits Are Commercially Navigable Is to Be Studied

Special from Monitor Bureau
GREENSBORO (Special Correspondence)—North Carolina members of Congress will support vigorously the movement to repeal the 3 per cent war excise tax on passenger automobiles and buses, according to expressions received by C. W. Roberts, vice-president of the Carolina Motor Club.

The automobile excise tax is the only war levy remaining on any form of transportation. It was enacted Oct. 4, 1917, under the emergency war revenue act and provided a flat tax of 3 per cent on passenger cars and trucks. In February, 1919, the rate was elevated to 5

COLORADO RIVER POWER RIGHTS IS CHIEF ISSUE

Governor of Utah Foresees Agreement on Allocation of Water Division

DENVER, Colo., Aug. 29 (Special).—Complete ratification of the seven-state Colorado River compact can never be obtained until an agreement is drawn between the interested states concerning power projects and the royalties from such projects. It developed here as the delegates from each state prepared for the second week of the seven-state conference. The first week was occupied with an attempt to bring California and Arizona to an amicable agreement regarding the division of water allotted to the three lower-basin states. That has not yet been accomplished. The four upper-basin states, Colorado, Wyoming, New Mexico, and Utah, drew up a compromise agreement that was definitely rejected Saturday by the governors of both California and Arizona. The governors of the four upper states then met again in secret session with their advisers and prepared another compromise, which was presented to the representatives of California and Arizona.

Prospects Considered Bright
Concerning the outlook of the conference, its chairman, Gov. George D. A. Hunt, said: "I consider the prospects of an agreement over division of the water between California and Arizona very bright. The first reaction of the two delegations to the proposal submitted Saturday by the upper states was favorable. I believe, however, it is now apparent that ratification of the compact cannot be assured until the power question is settled."

"We had hoped that Arizona would approve the treaty, as would California, without the power question being made an issue. But California and Arizona cannot agree on that question and both would like to have it settled before ratification is considered. Several of the other states feel the same way."

"If a water division agreement is reached, as I expect, the conference will either adjourn to a later date, when the power question will be taken up, or that will be settled here now without adjournment. The majority opinion is apparently in favor of settling it now. Gov. C. G. Young of California and Gov. F. B. Balzar of Nevada were both compelled to return to their respective capitals Saturday on account of urgent official business, but there is no prospect of their departure and their commissioners are fully empowered to act for their states."

Wants Problem Settled
Gov. George W. P. Hunt of Arizona reiterated Saturday his previous statement that he was prepared to "stay here all summer" if it was necessary in order to get the Colorado River problem settled one way or the other. The four upper states and Nevada have ratified the compact as originally drawn in Santa Fe, N. M., in 1922. Arizona has never taken action on the pact, and California's ratification was made conditional on erection of the Boulder Canyon Dam being assured first.

The proposal drawn by the upper states as a compromise Saturday differed but little from the first. Its provisions were: 3,500,000 acre feet of water shall be divided between California, Arizona and Nevada. Instead of the 7,500,000 acre feet provided specifically in the compact, the three apportionments to include all present perfect rights or claims, including Indian lands in each of the states.

Preferred Rights Offered
To Arizona, 1,000,000 acre feet to be supplied from the tributaries of the Colorado flowing in such states, and to be diverted before reaching the main stream; Arizona to have preferred and superior perpetual right to the use of the remainder of the waters of her tributary streams, which she can use by diversion before they reach the main stream; California, Utah, Nevada and New Mexico to have the first and preferred right to the use of all waters of their respective tributaries of the Colorado, which may be diverted before the waters enter the main river below Lees Ferry.

Arizona and California may each divert and use one-half of the unallocated waters of the main river flowing below Lees Ferry, subject to future equitable apportionment between the states of the river system after 1952, as provided in the compact, and on the specific condition that the use of such waters shall be without prejudice to the rights of the upper-basin states to further allocation of water as provided in the pact.

MERGER OF SMALL SCHOOLS IS SOUGHT

MINNEAPOLIS, Minn. (Special Correspondence).—The elimination of rural schools in Minnesota having an enrollment of less than 14 pupils, by consolidating them with larger units, is sought by M. L. Jacobson, state director of rural education. Referring to the records of Minnesota rural schools for 1925-26 he pointed out that there were 463 schools enrolling fewer than 10 pupils during the term. The average cost for a school was \$370 and the average daily cost of 75 cents for each pupil. A total of 138 "10 pupil schools" in the State arranged to send their children to larger schools. Under this arrangement the average cost for each district was \$522 and the average pupil cost was 40 cents a day.

DOMINION APPLE GAIN
HALIFAX, N. S. (Special Correspondence).—Advice received here from Ottawa state that the prospects now are that the apple crop of Nova Scotia will be 1,150,000 barrels, a fair increase over last year. Present indications for the whole of the Dominion, this official estimate stated, are that the commercial crop will be 100.5 per cent, or 2,999,000 barrels, compared with 2,984,000 barrels last year. British Columbia is expected to have 1,648,000 barrels, Nova Scotia 1,150,000, Ontario 650,000, Quebec 120,000, and New Brunswick 30,000.

Adult Students of the Pacific Gathered to Think Together and Express Themselves Frankly



Group Picture of Delegates to the Institute of Pacific Relations Recently Held in Honolulu, Hawaii. One Hundred and Twenty-eight Delegates Were Present From Australia, Canada, China, Great Britain, Hawaii, Japan, Korea, New Zealand, the Philippines and the United States.

IOWA AIRPORTS WIN PRAISE OF COL. LINDBERGH

One Dedicated at Des Moines and Another Is Opened at Mason City

DES MOINES, Ia., Aug. 29 (Special).—Iowa today dedicated two new airports, one at Des Moines and the other at Mason City, with Col. Charles A. Lindbergh, exponent of more airplane landing fields, the guest at both ceremonies.

Today's dedication program of the Des Moines airport was linked with the Iowa State Fair, the greatest in the state's history, which is being held this week. A large natural amphitheater at one end of the new field was the scene of the ceremonies, with military guards stationed on the grounds to assist police in protecting the birdlike half of "We."

A plot of the Des Moines flying field was the gift to Colonel Lindbergh as a token of this city's contribution to aviation. Mayor Fred Hunter, George Yates, president of the local branch of the National Aeronautical Association, and F. E. Caldwell of the Boeing Air Transport Corporation were principals on the program.

Arrives by Airplane
The "Flying Colonel" was the guest of Col. Hanford MacNider, Assistant Secretary of War, at the Mason City dedication exercises Sunday. The airport in that city belongs to the local post of the American Legion, of which Colonel MacNider is past national commander. The Assistant Secretary, in keeping with the character of the event, arrived in Mason City, in a great Fokker airplane the evening before, accompanied by Mrs. MacNider, Ralph Cram of Des Moines, governor of the National Aeronautical Association, and others.

Colonel Lindbergh commended the efforts citizens have made toward the advancement of aviation, through providing suitable landing fields for aircraft and spoke of the increased interest the Nation is taking in aviation. Capt. Eugene Kew, commander of the Mason City Legion Post, outlined the plans and purposes of the organization in making possible the airfield, while Mr. Cram gave the thanks of the work being undertaken by the national association.

College Encourages Aviation
Appropriate exercises were held also at a newly developed airport located across the Big Sioux River from Sioux City, in Union County, South Dakota, at which Colonel Lindbergh also participated. Some 1200 guests from Sioux City, and people from adjacent communities in Nebraska, South Dakota, Minnesota and Iowa, had their complaints to Colonel Lindbergh at a dinner.

Iowa State College at Ames has taken a hand in encouraging aviation through the awarding of a certificate of distinguished service in aviation to Clarence Chamberlin, New York-to-Germany flier. The award was made at graduating exercises of the second session of the summer school at the college.

CANADIAN RATES ARE EQUALIZED

(Continued from Page 1)

distributing tariffs are based exclusively on Canadian Pacific Railroad distances.

The rates on grain for export from Port Arthur, Fort William, West Fort and Armstrong to Quebec via the Transcontinental Railway are reduced to 18.34 per 100 pounds, and furthermore, Quebec is put on the same footing as Montreal in respect of export rates on grain from Georgian Bay ports and from Toronto and points west on general merchandise.

By the order, it is explained, all localities in the three prairie provinces are now put on the same footing for all their export business, whether moving eastward to the Great Lakes or westward to the Pacific ports.

Fair Rates Sought
The decision of the board has been awaited with keen interest ever since June, 1925, when it was directed by Parliament to make a thorough investigation into the rate structures of railways and railway companies subject to the jurisdiction of Parliament, with a view to the establishment of a fair and reasonable rate structure which would in substantially similar circumstances and conditions be equal in its application to all persons and localities.

This would permit of the freest possible interchange of commodities between the various provinces and territories of the Dominion, and the expansion of its trade, both foreign and domestic. This would give due regard to the claim on behalf of the maritimes, that they are entitled to the reduction of the rate basis which they enjoyed prior to 1919, the encouragement of the movement of traffic through Canadian ports, the increased traffic westward and eastward through Pacific coast ports owing to the expansion of trade with the Orient and to the transportation of products through the Panama Canal.

A. A. AIDS TOURISTS AT HOME AND ABROAD

Special from Monitor Bureau
WASHINGTON.—More motorists sought route information this year than ever before, the American Automobile Association has announced.

The national motoring body and its affiliated clubs have served more than 1,700,000 motorists so far, and its national touring bureau expects the number to swell to 2,500,000 by the end of this year.

The American Automobile Association, as a member of the International Touring Alliance, is affiliated with 23 European touring clubs and so far this year has assisted double the number of American tourists who took their cars with them abroad.

Corcoran Art Gallery Additions Nearly Double Exhibition Space
One Is to House Clark Collection Valued at Maximum of \$6,000,000—Two Years' Work Now Nearing Completion

Special from Monitor Bureau
WASHINGTON.—With the completion and occupancy in the near future of two new additions, the Corcoran Art Gallery will become one of the most perfect art exhibition galleries in the world, according to C. Powell Minnigerode, director. The larger portion of the new building, which will house the famous William Andrews Clark collection, was made possible by a donation of \$700,000 given by Mrs. Clark and three daughters, Mrs. Marius de Brabant, Mrs. Lewis R. Morris, and Miss Huguette Marcelle Clark, as a tribute to the former Senator.

A second addition, authorized by the trustees of the Corcoran Gallery, is being built at a cost of \$300,000. When completed, the exhibition space will be nearly twice its former size. The new galleries were designed by Charles A. Platt, of New York, architect of the Freer Gallery here, and well known as an etcher and landscape painter.

The facade will be of Milford pink granite and white Georgia marble, in order that the Corcoran Gallery may keep its place with the Continental Memorial Hall, the Pan-American Building, and the American Red Cross Building. The new additions which were begun nearly two years ago, are nearly completed and it is hoped to have the exhibits installed and the building open to the public during the early part of 1928.

Basis of Agreement in China Seen at Honolulu Conference

Chairman of Pacific Relations Institute Reports Gains in Amity to President Coolidge

HONOLULU, T. H. (Special Correspondence).—A substantial basis of agreement is possible between the nations of the Pacific concerning certain fundamental problems which front China and upon this foundation can be erected a further understanding which should be helpful in solving such problems as tariff autonomy, extraterritoriality and foreign concessions.

Such, tersely, are the beliefs of Dr. Ray Lyman Wilbur, president of Stanford University and chairman of the second Institute of Pacific Relations, just held here. Dr. Wilbur, in a message to President Coolidge, reviewed the two-week session of the institute and drew conclusions in part as follows:

"Your cabled good wishes conveyed to the opening meeting of the Institute of Pacific Relations, were greatly appreciated and were fulfilled in two weeks of most profitable discussion."

"We had gathered here 128 members, representing Australia, Canada, China, Great Britain, Hawaii, Japan, Korea, New Zealand, the Philippines and the United States. The members of the institute came as individuals and not representing their governments or institutions. They came to study and an expressed rule forbade any voting. The plan was to evoke rather than adopt opinions or solutions of problems."

Exchange of Views
"The groups from the different countries were of remarkably high character and those from each country were able to obtain at first hand a definite conception of the thought and feeling behind the various problems confronting each of the countries concerned."

"These personal contacts were invaluable and from this meeting the members take home helpful impressions concerning their relations with the other nations bordering the Pacific. The discussions here elicited the essential difference between this conference and official meetings of national representatives. Official meetings seek to arrive at conclusions by offering mutual concessions. Our members had no authority to make or accept concessions."

"We worked in full consciousness that we were simply students gathered to think together and to express ourselves frankly. This developed a technique which we hope will be of real assistance in promoting the stability of the world through the contribution to mutual understanding which the members of our institute may make in their respective countries."

China Is Primary Interest
"Though no conclusions were formulated and no resolutions adopted, it was clear that the primary interest of the conference revolved around problems relating to China. China sent a brilliant and highly educated group of men and women, all of whom spoke English fluently. Their value was enhanced by the fact that though all of them sympathized with the national aspirations of China, none of them were in active political life."

"At the outset of the conference a delicious dressing for SPINACH 3 parts hot melted butter, 1 part LEA & PERRINS' SAUCE

PROVINCETOWN PILGRIMS' FIRST LANDING
100-mile round trip daily from Cape Cod by large, well-equipped steamship DOROTHY BRADFORD Fare—Round Trip \$5; One Way \$2.75. Leaves Long Wharf, foot of State St. 9:30 A. M.; Sundays 10 A. M.; Saturdays 9:30 A. M. Ship's Orchestra over WEEKLY Mondays, 9 P. M.

NORFOLK'S QUALITY FURNITURE STORE
WILD'S LINOLEUM—PEERLESS REFRIGERATORS—McDOUGALL KITCHEN CABINETS
Duke and Taswell Sts., Norfolk, Va.

LOGAN-POCAHONTAS FUEL COMPANY
Sales Agents
"Magnolia," "Yellow Pine," "Little Joe," Kentucky Coals
Cincinnati, O. Charleston, W. Va.

The Malvern Shop
Hosiery and Glovers
Full line of standard makes. Reasonable prices.
319 Granby St. Norfolk, Va.

MEXICO SEEKING FOREIGN MARKET

World-Wide Campaign Now Under Way to Increase Export Business

MEXICO CITY (Special Correspondence).—A vigorous campaign is being launched by the Mexican Government through the Secretariat of Industry, Commerce and Labor to stimulate the exportation of Mexican products.

The United States is cited as one of the greatest markets and manufacturers are being urged to ship products to that country.

Reports and advice are being issued daily through the Mexican press advising shippers of conditions and explaining the importance of foreign markets. Mexican consuls in the larger and most important cities have been asked to make a careful study and a detailed report on financial and market conditions, which favor the Mexican producer. Among the most favorable products, which find easy sales in the United States, it is explained, are black onyx, earthenware, toys, curios, vegetables, embroidery and various varieties of precious stones.

An effort is being made to increase foreign trade with both Great Britain and Holland and Mexican consuls there have made reports concerning prospects. Holland's imports from Mexico recently have consisted chiefly of zinc, silver, arsenic and foodstuffs, while the British Isles require shipments of cotton, rubber and mahogany.

Encouragement of British trade from Mexico has been given by chambers of commerce in the cities of Liverpool, Manchester and Leeds.

MR. NEW CANCELS COLORADO AIRWAYS AIRMAIL CONTRACT

Action Follows Investigation—Tacoma Placed on Important Route

WASHINGTON, Aug. 29 (P).—Harry S. New, Postmaster-General, has canceled the contract of the Colorado Airways of Denver, which has been operating the Cheyenne-Denver-Pueblo air mail service.

The Postmaster-General said the company had sublet a part of its contract. An investigation resulted in disclosures which Mr. New said warranted the immediate cancellation of the contract. The nature of the disclosures was not made public. Negotiations are under way by which it is hoped to continue operation of the route without interruption by having another contractor take up the service.

Tacoma, Wash., was authorized to be added to the Seattle-San Francisco-Los Angeles route effective Sept. 7.

LINDBERGH INVITES HIMSELF
PIERRE, S. D. (P).—Charles A. Lindbergh has invited himself to Pierre, and Pierre has welcomed the invitation with enthusiasm. A telegram from Harry F. Guggenheim of New York to Mayor Hippie of Pierre said that Lindbergh had "expressed a personal desire to spend the day of Sept. 1 in your city."

MOTH PROTECTION
Solve this difficult problem by equipping your closets with Seelye's Moth-Repellent. The modern and scientific method of moth control. Laboratory and time tested. No spraying; no drugs; no clinging of odors. 65¢ per closet. Purchase price refunded if not satisfactory. SEELYE'S SALES CO., 44 Bromfield St., Boston, Mass. Tel. Liberty 950.

LIBERTY TRUST COMPANY
186 Washington St. Boston, Mass. (Corner Court St.)

NOTICE
Our New Store at
474 BOYLSTON STREET
(Between Berkeley and Clarendon Streets) BOSTON
will be open for business
Thursday, September 1
No change in telephone numbers
KEN MORE 4560-4561

B. F. MACY
HOUSE FURNISHINGS
FIREPLACE FITTINGS
Until September 1 at 410 Boylston Street

TREASURY SAVES 6.5 PER CENT ON TAX COLLECTION

Year's Receipts Show Gain of 1 Per Cent Over the Previous 12 Months

WASHINGTON, Aug. 29 (P).—Showing a decrease in the cost of collection, the Treasury Department has reported that Government tax receipts for the year ending June 30 recorded an increase of 1 per cent, with a total of \$2,865,833,129 over the previous 12 months. The cost of operation of the tax law during the past fiscal year was \$32,555,870, or \$1.15 for each \$100 collected, a decrease of 6.5 per cent.

Admission taxes for cabarets, concerts, and theaters showed a decrease of \$6,000,000, with a total collection of \$17,940,538, due partially to the increased exemptions on admissions from 50 to 75 cents under the 1926 law. Automobile sales taxes dropped more than \$70,000,000, with a total return of \$65,437,881 for the year as a result of the reduction of the rate in the 1926 law.

Total tax collections for the last 11 years were \$35,262,535,711, according to the report, and during that period refunds on illegally collected taxes amounted to 2.3 per cent of the profits, or \$793,410,776.

New York led during the last year in total collections, including both income and miscellaneous levies, with \$755,079,237. Pennsylvania and Illinois were second and third with \$255,763,804 and \$217,378,698, respectively.

Total collections reflecting a general survey by states for the year ending June 30 were: California, \$139,488,418; Connecticut, \$36,110,447; Illinois, \$217,378,698; Maine, \$10,466,042; Massachusetts, \$114,750,351; Michigan, \$137,998,109; New Hampshire, \$6,803,974; New Jersey, \$118,942,769; New York, \$755,079,237; North Carolina, \$206,851,675; Ohio, \$147,430,942; Oklahoma, \$24,619,128; Pennsylvania, \$255,763,804; Rhode Island, \$16,707,887; Texas, \$44,959,207; Vermont, \$2,820,457; Wisconsin, \$40,838,614.

Search for Longhorns Finds Texas Symbol Gone

DALLAS, Tex., Aug. 29 (Special).—Like the water which the people never miss until the wells run dry, the southwesters discovered that the longhorn, long the symbol of the Texas frontier, has not only been pushed back into the hinterland by finer breeds of cattle, but has disappeared entirely from the ranches.

This was brought to public attention when the management of the state fair desired to exhibit a herd of longhorns to show contrast in the progress of the cattle raising industry of the State. Ranches and individuals were called on to supply a small herd which even in the memory of the present generation dotted the plains country of west Texas. Not one could be found. The fair management will pay well for a herd of five but apparently a zoo will be the only chance.

Au Quatrième

A Set of Louis XIV Toile Peinte Wall Panels

Painted canvas as a wall decoration belongs to the 17th and 18th Centuries, occurring frequently in the South of France, where wood panelling was less often used.

The canvas was stretched upon the plastered walls and the decorations painted upon the grounds *detrémpe*. Each was a decoration made for a special setting and the figures and landscape designs were contained within central medallions "and finished with other medallions above and below."

The panels *Au Quatrième* are of a beautiful ultra-marine blue with the medallion outlined and traceries in a soft azure and putty color, the birds, scenes and figures accented with brilliant orange, merged into a softly flaming gray-green tone that is altogether exquisite.

The Panels are 8 ft. 6 in high

One panel 20 inches wide	Two panels 4 ft. 4 in. wide
One panel 22 inches wide	Two panels 4 ft. 4 in. wide
Two panels 21 inches wide	

Wanamaker's Fourth Floor, old Building.

John Wanamaker
NEW YORK

CITY MANAGER RULE SUCCEEDS AT CINCINNATI

Streets Greatly Improved,
Building Expanded, and
Transportation Aided

CINCINNATI, O., Aug. 29 (Special)

With municipal election in November, residents of Cincinnati are taking stock of the city manager form of government and the definite advance in civic pride wrought by the change in the city's charter, which was initiated three years ago. That there has been a change is self-evident. Instead of dozens of miles of streets being neglected, many thoroughfares have been repaired and some are being totally remade.

Large building projects are under way in the downtown section where such things were at a standstill for many years. Transportation systems are giving immeasurably better service and are promising more. These are only some of the outward signs that Cincinnati has progressed.

The cause of this new step forward is to be found in a new method of government that came with the adoption of more modern charter for the city. Henry Bentley, a Cincinnati lawyer, to a great degree fostered this movement and united various groups of citizens who were desirous of a change. From this came the City Charter Committee, an organization which continues to function, and of which Mr. Bentley is chairman. Mr. Bentley believes that the city manager form of government should receive full credit for the change that has been wrought.

Proof of Self-Government

"The record of progress in Cincinnati," he said, "during the last year and a half is the best proof that could be adduced that Americans have not forgotten how to govern themselves. It is a justification of the theory of democracy."

"In 1924 the City Charter Amendment was passed by an overwhelming vote in a presidential year. This gave the citizens the right to nominate candidates for Council by petition and broke the power which had previously controlled nominations."

"In 1925 the citizens with a free field before them selected six of the nine councilmen. It was these six councilmen who selected Col. C. O. Sherrill for the new post of city manager."

"The work of the present city government in 1926 and 1927 has won the praise of citizens and has justified their choice. Streets are repaired, the city is clean, necessary improvements are approved and the citizens no longer ask what is the tax rate but point with pride to the results obtained with the tax money."

Voters Indorse Program

Bond issues to the extent of more than \$4,000,000 were submitted to the public, and, whereas for years everything in this shape had been voted down, full approval to a plan of progress and betterment was given by the voters.

There are about 600 miles of paved streets in Cincinnati. Repairs had to be made in practically every block. In all about 1,000,000 square yards. Practically twice as much asphaltic repair and resurfacing was done in 1926, but notwithstanding this the cost of materials used was \$348,363, as against \$407,046 in the previous year. In view of the enormous amount of effective repair work done it would appear that the labor cost would have been greater but the 1926 payrolls show \$351,130 expended, as against \$340,163. This is not the whole story, for nine months of 1926 were at a lower wage scale than that which was inaugurated on Oct. 1 of that year.

IOWA FARM SURVEYS
SHOW MARKED GAINS

DES MOINES, Ia. (Special Correspondence)—There is a more hopeful feeling in Iowa farming circles today than has been shown since the 1920 deflation period, says L. A. Andrew, state superintendent of banking, after examining quarterly reports from country bankers closely affiliated with agricultural interests, for the three months ending June 30. Deposits totaling more than \$559,900,000 in state and savings banks and trust companies, coming under the commissioner's jurisdiction, reflect a healthy business condition, it is reported. The most forceful indication of improved banking conditions is shown in a decrease of bills payable and redemptions of nearly \$3,000,000 over the March 23 reports.

FREIGHT RATE CUT
SHOWN TO AID ROAD

HALIFAX (Special Correspondence)—That the demand of the people of the Maritime Provinces for reduction of freight rates between points in those provinces to points west, will be justified by increased business for the Canadian National lines within the Maritime Provinces, and the wiping out of the deficit by reason thereof, is the opinion of J. L. Ralston, Minister of National Defense, and Nova Scotia's Cabinet representative in Ottawa.

Mr. Ralston announced yesterday that whereas the deficit on the Atlantic region of the Canadian National Railway in July of 1926 was \$280,000, it has been reduced to only \$200,000 in July 1927, despite the fact that the 50 per cent reduction in freight rates over that time had been in force that month. The increase in the traffic of the Atlantic region was shown by the figures for 1926, when the increase for the whole year was 12,000 carsloads, whereas the increase for 1927 for seven months was 13,000 carsloads.

LIBERAL OFFER
FOR SETTLERS

Three Governments Unite
In Unusual Inducement to
Farm in New Brunswick

HALIFAX, N. S. (Special Correspondence)—British, Canadian and Provincial Governments are to co-operate to provide New Brunswick with British settlers on farm lands of that province. This is said to be the first concerted effort to bring the three governments together with a view of providing settlers in Canada, and it is one of the several schemes put forward by Robert Forke, Minister of Immigration, when he was in Great Britain recently.

The arrangements, recently signed by the three governments, provide for settling 500 British farmers on New Brunswick farms during the period from March 1, 1928, to March 31, 1931. The plan follows the general scheme of the 3000 British families settlement plan which has already met with so much success, except that in this case the Canadian co-operation will be given by the Province and the Dominion working together instead of exclusively by the Dominion.

The Government of New Brunswick

The Britain of Caesar's Legions Speaks Across the Years



Roman Pavement, Woodchester, Gloucestershire, Pronounced by Experts the Finest Example of Tessellated Art in Europe

Dennis, Moss and Peckham

hall or atrium of the villa, the "common room" of the ordinary Roman citizen, and an equally important feature of a palace such as we are describing, where guests were received and serious business transacted. In ancient times it was probably surrounded by a richly decorated roof formed by diagonal vaulting resting on four columns. The base of one of these columns may still be seen, with traces of two recumbent female figures, probably Nalades, in the spandrels or angular spaces.

The general design of the mosaic flooring—pronounced by experts to be the finest example of tessellated art in Europe, and to compare favorably with similar specimens in any part of what once constituted the Roman Empire—is that of a circular area 25 feet in diameter, inclosed within a square frame of 24 compartments, the whole enriched with a great variety of guilloches (braid work), scrolls, frets, geometrical figures, and other ornamental designs.

The circular compartment, which is bordered by a Vitruvian scroll enriched with foliage, bounded on either side by guilloches of varying design and width, depicts Orpheus playing on his lyre and charming animals: birds and fishes by his music, these latter being represented as surrounding Orpheus in a series of concentric circular zones. Only some six specimens—a gryphon, bear, leopard, stag, tigress and lion—now remain of the original 12 animals, four feet in length, which once occupied the outermost circle, and show the five of the birds—a duck, water-fowl, ring-dove, peacock, (partially destroyed), and pheasant—in the next circle, while the central zone, originally occupied, according to old drawings, by fishes and sea monsters, together with almost the whole of the figure of Orpheus, have become entirely obliterated by exposure and the passage of time. The Orpheus legend, it will be remembered was a favorite subject with the old mosaic artists, and occurs in Roman remains discovered in other parts of Gloucestershire, and in the Isle of Wight.

Near Three Great Roman Roads
The choice of site for such an important residence is easily seen when

"Satisfied Customers May Aim"

I. Y. CHISWELL
General Automobile Repairing

1227 R St. N. W., Washington, D. C.
Telephone North 2622

The Hob-Nob
1767 Columbia Road, Washington, D. C.
1010 F Street N. W.

CAFETERIA SERVICE
Luncheon 12 to 2—Dinner 5:15 to 7:15
Sunday Dinner 12:15 to 2:30—5:15 to 7:30

Candlestick
COFFEE SHOP
1710 Eye Street Just Off 17th Street
WASHINGTON, D. C.

Delicious Food With Service
Luncheon 12 to 2—Dinner 5:15 to 7:30
Sunday Dinner 12:15 to 2:30—5:15 to 7:30

MISS CATHERINE CHALONER, Hostess

Permanent Wave \$12
Large, Flat, Loose
wave given by Mr. Martin
personally.

Our Last Year's Waves
Speak for Themselves

Martin's Beauty Shoppe
Col. 4081, 18th & Col. Rd. Open 9 to 9
WASHINGTON, D. C.

17th Cafeteria
724 17th Street, Washington, D. C.
HOME COOKING
BREAKFAST
Regular Luncheon, 50c-75c
Regular Dinner, 65c-75c
Also a la Carte

IN WASHINGTON the
purest, most wholesome
dairy products come from

Chestnut Farms
Dairy
Potomac 4000
Pennsylvania Ave. at 26th St. N. W.
Washington, D. C.

Prutt & Zimmerman, Inc.
Plumbing, Tinning
and Heating
Electrical Job Work and Locksmithing
MAZDA LAMPS FOR SALE
Phones: Col. 2866 2867
2438 18th St. N. W., Washington, D. C.

Hodge's Cafe
1109 Conn. Avenue, Washington, D. C.
Club Breakfast and Luncheon, 50c
Dinner, 65c and \$1 Also a la carte

SWEATERS
Greatly improved by Vogue
cleaning. Our work and our
prices will delight you.

VOGUE CLEANERS
Atlantic 21-24-25-26
WASHINGTON, D. C.

Sunday Dinner
\$1.00
12:30 to 2 P. M.
Special four-course dinner
every night, 75c
5 to 7:30
18th and Col. Road, N. W.
Washington, D. C.

The Mode
for the correct things in
MEN'S WEAR
11th and F Sts., Washington, D. C.

The PALAIS ROYAL
G Street at Eleventh, Washington, D. C.

If It's 50 Years Old
May We Borrow It, Please?

Our 50th Anniversary is just in the offing, and for this reason we
intend to make October a long heretofore. If you have in your possession any article purchased at The Palais
Royal between the years 1877 and 1887.

We are eager to borrow and exhibit such articles with explanations
of their history and ownership during Our Anniversary Month.

It is hardly necessary to assure you that things thus loaned to us
will be carefully guarded and returned intact at our expense.

Kindly Communicate With the Publicity Director

The Finest
CHINA . . . SILVER . . .
CRYSTAL . . . LAMPS . .
FURNITURE . . . ART
OBJECTS . . . POTTERY
ANTIQUES . . . and so forth

DULIN & MARTIN CO.
1215-1217 F STREET
1214-1216 G STREET
WASHINGTON, D. C.

New Fall Dresses
Now Ready in Women's, Misses' and
Little Women's Sizes at

\$10

—New Fall styles emphasize the new overblouse, flare effects, dresses
with vest fronts and frilly jabots, new folds, new rucks, etc., with buttons,
buckles and ribbon bows adding attractiveness. Among the new colors
are Pekin blue, navy, Autumn leaf shades, new greens, bronze, mahog-
any and black. Materials include—

Satin Crepes Satins Flat Crepe and Satin Combinations
and Plain Silks

Kann's
Penn Avenue
at 8th Washington
D. C.

BRYN MAWR HAPPY AT SUCCESS OF SUMMER SCHOOL FOR WOMEN

Consider Recent Session Has Done More to Help
Workers' Education Than Any Other—Pleased
That Other Colleges Are Following

BRYN MAWR, Pa. (Special Correspondence)—The seventh annual summer school for working women at Bryn Mawr College is believed to have done more this year to advance the cause of workers' education than at any previous session, and is considered the best so far conducted from the standpoint of students, faculty and administration.

Within the next few weeks Miss Matilda Lindsay, executive secretary, herself a student when the school was opened in 1921, and Prof. Amy Hewes, instructor in economics and head of the economics department at Mt. Holyoke, will sail for England to help organize a British committee, similar to those operating here, that will send a group of student-workers annually from Great Britain.

The French and German Governments, which annually send a number of students to colleges in the United States, have been asked to send at least one worker from each country to the Bryn Mawr summer school each year.

Others Follow Bryn Mawr Pace
Progress in the workers' summer school movement in the United States growing out of the Bryn Mawr "experiment" of 1921, has been marked. Barnard has closely followed Bryn Mawr while others modeled on Bryn Mawr are Sweet Briar in Virginia and the school at the University of Wisconsin. All have gone forward this summer with marked success, and reports show that the movement is spreading. An offer of its buildings by Western University at Cincinnati had to be turned down this year because of lack of funds to establish a school there.

In the opinion of Miss Hilda W. Smith, director of the school at Bryn Mawr, the summer school plan should be materially strengthened by the establishment of elementary schools for workers in various parts of the country, leading Bryn Mawr and various other schools free to give only advanced work.

"Girls coming from great distances for the first year work at the Bryn Mawr School, often do so at great personal sacrifice," said Miss Smith. "It would help them greatly if they could go to a school within a few miles of their own homes and there test out their ability to take up the work. When such schools are established we shall be able to take 100 or more advanced students, instead of 20 or less as at present, and in this way do far better work than we are able to do at present."

Three Contributions of Year
Out of this year's summer school have come three distinct contributions to the problem of adult workers' education. First, a proposed change of curriculum. After the first year the lecture system was abandoned in favor of round-table discussion in class, with help from tutors. But instructors have found that much of the benefit of personal contact is lost to them under this system, while it is lavished on the tutor.

The joint administrative committee will this autumn consider a plan to divide the student body of 100 into groups of 20, four groups doing first year work and the fifth second year work. Each group will be under three instructors—one in social science, one in English, and one in an elective subject. They, working under department heads, will lay out individual programs for each girl in the group, in this way giving each student a unified program and themselves getting the benefit of first-hand study of each student's individual requirements.

A second contribution of importance has been the decision to invite students from Europe and the third matter is the preparation of at least three textbooks particularly adapted to the needs of adults seeking an education.

AIRPLANE TRAVEL ADOPTED
DES MOINES, Ia. (Special Correspondence)—Members of flying clubs should use the air as their means of transportation. This in effect was the view of the Des Moines delegates to the National Aeronautical Association's annual convention at St. Louis, Sept. 19-20, in deciding to go in airplanes. So great interest has been aroused in aviation this summer that the club committee is hiring a full-time secretary to handle its correspondence.

LATCH STRING
is one for you
LUNCHEON AND DINNER
Prompt Consideration.
Cleanliness and Service.
613 12th St. N. W., between 7 and 8
WASHINGTON, D. C.

Thousands of Shoppers
Attest Our Values

To judge a store is to judge the merit of its merchandise. This store has ever put its faith in the keenness of judgment of value-wise women. A faith that has been fruitfully rewarded by the thousands of shoppers who through our counters daily. They recognize immediately the values we constantly strive to present. Low price that sacrifices not a bit of quality.

The Young Men's Shop
WEARING
APPAREL
1319-1321 F Street
WASHINGTON, D. C.

Brown Betty Inn
1426 K Street, Washington, D. C.
Cafeteria Luncheon
All Home Cooking
Home-Made Bread, Pies and Cakes
Franklin 4298

QUALITY SERVICE
The Lotus
729-733 Seventeenth Street, N. W.
WASHINGTON, D. C.

Tea House
& Gift Shop
Luncheon
Afternoon Tea

Cafeteria
Luncheon
Dinner

MIDSUMMER
REDUCTIONS
TROPICAL SUITS
Including Linens, Maharis, Palm
Beaches, Tropical Wear, Silk
Suits and Socks—Lingerie
Straw Hats One-Half Less

Stain
Block
Clothes
Smart
Hob-
nobbers

THE AVENUE
at NINTH
WASHINGTON, D. C.

Coal-Fuel Oil
Building Material

GRIFFITH CO. CORPORATION

Main Office: 1310 G St., N.W., Washington
Franklin 4840

Wednesday, August 31st
Last Day of

THE HECHT CO.
HALF YEARLY
FURNITURE SALE

THE HECHT CO. F ST.
"Washington's Most Beautiful Department Store"

MIAMI GREETSGREEK SOCIETYIN CONVENTION

Ahepa Members Reiterate Loyalty for America and Institutions

MIAMI, Fla., Aug. 29 (Special).—With an attendance of 500 delegates representing 150 lodges throughout the United States, and in the presence of 1500 visiting members, Ahepa, Greek-American fraternity, today opened its fifth annual convention in the Hotel Columbus here. E. G. Sewell, Mayor, had called on "all Miamians to express their hospitality to the Grecian visitors," and Flagler Street presented a gay appearance with its displays of American and Greek flags and colors.

The formal opening was marked by addresses of welcome by Mr. Sewell on behalf of Miami and John Martin, Governor of Florida, on behalf of the State. Responses were made by V. I. Chetithes of Washington, supreme president of the order, and by Andrew Nickas, supreme secretary, and George Demeter, past supreme president and chairman of the Boston delegation.

The opening day was spent by the delegates in getting the convention machinery operating smoothly and listening to the reports of the Supreme Lodge officers, the election of convention officers and the appointment of necessary committees. At night there was an initiation of 50 candidates into the local chapter and the remaining four days were to be taken up with various activities.

On every hand was heard commendation of the efforts of the convention committee of Miami Chapter No. 14 for the excellence of the arrangements.

With the number of active chapters that the order has throughout the United States, covering every section of the country, and its steadily growing influence, the convention is of direct interest to some 22,000 members of the fraternity and of general interest to 300,000 Greeks in America who understand the purposes of the organization.

Originated in Georgia Prompted by the realization that an organization was needed that would have an immediate and insistent appeal to the Greeks in the United States and, at the same time, embody the highest traditions of the great fraternities of the world that have played their part in the advancement of peoples and nations, eight earnest citizens of Atlanta, Ga., proposed the Order of Ahepa.

Their plan was to form a fraternal order to promote loyalty and patriotism, and to perpetuate good fellowship. To that end they pledged each member of the order to the following ideals:

"To promote and encourage loyalty to the United States of America, allegiance to its Constitution and traditions, obedience to the laws of the land and the ordinances of all its legally constituted subdivisions;

"To instruct its members in the tenets and principles of Democracy, and in the methods and operation of political life in the United States, and inspire in the entire membership a genuine reverence for the majesty of the law;

"To instill in every one of its members a sincere love for the United States, its history and traditions, and a due appreciation of the privileges of citizenship, with the sacred duties attendant thereon;

"To encourage its members to always be profoundly interested and intelligently active in the political, social, civic and commercial life of the United States and to strive always for its betterment;

"To promote in the United States a better and more comprehensive understanding of the Greek Nation and people, and to revive and marshal into active service for America the noblest attributes and highest ideals of Hellenism;

"To support and maintain the American system of public schools;

"To resist any union of church and state in the United States, or any tendency thereto, and strictly insist that no church shall undertake to dominate in any manner the Government of the United States."

Has Had Lively Growth

From the organization of the original lodge with its eight members the order has enjoyed unusual expansion and has become an important factor in the advancement of the Greeks in America in teaching Americanism, in its broadest sense, to those who have made the United States the land of their adoption.

The aims and ideals of the order made an instant appeal to the better class of Greek-American citizen and now has many progressive Greeks in its 150 chapters. "Ahepa," says George Demeter of Boston, Past Supreme President, "because it understands the Greeks who come to this country, is in position to work with them intelligently and so present to them the advantages of American citizenship, and of learning the English language, so that they may further advance themselves as they mingle with the people, read the better type of publications and grow in understanding of this country's traditions and laws and ideals.

Says Greeks True Americans

"Fortunately for the Greeks, America has never had a Greek problem in the sense of having large bodies of a certain nationality, who would not learn the language of the country and who only mingled with members of their own race and read the papers printed in their own language. I feel that the Greek is the real cosmopolitan, in that he readily adapts himself to his environment, learns the language of the country he adopts, intelligently studies the laws and makes an effort to become a real citizen, proud of and loyal to the country of his adoption, yet appreciative of the heritage of a race that has put beauty and art foremost through all its centuries.

subordinate chapters is going ahead steadily and along the lines laid down by the Supreme Lodge, and we are exercising great care to take into the order only those men who have proven their fitness and right, feeling that in that way we are assured of a growth that will be as steady as it is purposeful and as effective as it is idealistic."



"I Record only the Sunny Hours"

Lending

Lincoln, Eng. IN A country market town in Nottinghamshire a fortunate little boy was given a bicycle for his seventh anniversary. A few weeks and months went on the little fellow was frequently bringing home the cycle with some part damaged or missing—owing to the fact that he was continually lending the machine to his various playmates.

His mother feeling that this was becoming a continuous worry and expense, had a serious talk to her small son one day, pointing out to him the damage that was done by lending the machine to boys who could not ride.

After much thought the little fellow replied: "Mother, if you say I may not lend it, then I don't want it. Half the fun is in lending to those who can't buy one."

Very humbly the mother accepted the rebuke and determined she would not do anything to check the unselfish spirit of the child.

THE story of a watchman who, during the historic welcome to Lindbergh in New York, spent most of his time helping little boys—who had been crowded back—to see the air hero, has been sent in by Miss J. C. M. "Was not the man truly living up to the sign on his cap?" she adds. "He had watched—seen his younger brother's need and supplied it."

A CLIPPING from the Bangor (Me.) News, sent in by J. H. D., describes the thoughtfulness of a railroad yard brakeman toward a mother who put her children aboard an express train, hurried back to find her necklace, and returned only to find the train had pulled out. Her tears soon disappeared as the yard man telephoned to the nearest switching tower to stop the express, and then commanded a switch engine and took her to the train.

FROM Manchester, Eng., comes a contribution by Mrs. D., describing a man considered brusque and unkind, who was found one day on his knees on the lawn taking the interest of some in cutting away grass with shears, leaving a lone daisy. "This act of love," she writes, "which spoke of the Father's loving care for all, destroyed in one individual's thought the suggestion of unkindness which yielded to the same attitude toward him which he had shown to the tiny flower."

THE National Air Transport will operate with 36 airplanes, of which 18 will be Douglas biplanes for use in the New York-Chicago service. These are equipped with 12-cylinder water-cooled Liberty motors, and have a cruising speed of 110 miles an hour. The Department of Commerce has established a route lighted by high-power beacons for use of the night fliers.

GIANT NOVA SCOTIA TURTLE HALIFAX, N. S. (Special Correspondence)—One of the most remarkable marine wonders ever seen in Nova Scotia waters is a turtle captured recently near Louisbourg, which weighs 1000 pounds and is said by experts to be 200 years old. It was taken alive, and will be exhibited. The head of the turtle is as large as an average human head, and the enormous size of its mouth and the massive back shell are extraordinary features. Despite its age and the great weight of shell, it moves with great rapidity with the aid of fins that extend for two feet from the body.

ARMY HOUSING PROGRESSING WASHINGTON (AP)—Favorable progress on the 23 building projects authorized under the army housing program is reported by the War Department. The department also expects plans to have been completed by Sept. 15 for new construction at Camp Devens, Mass.

NEW YORK (AP)—The first shipments to be sent by the air express which begins operation Sept. 1, will include breakfast food, electrical products, half-tone cuts for advertisements, radio parts, motion picture film and "dummy" packages, sent by collectors who want the new air express labels.

"Inquiries have been received," R. E. M. Cowie, president of the American Railway Express Company, said, "showing that the field for air express is as broad as business itself. Immediately upon announcement of air express service business in general began to visualize how useful it would be."

GREENWICH VILLAGE TOO COSTLY NOW FOR ARTISTS TO LIVE THERE

Values Increase So That Only Those Who Can Write Fluently in Check Books Can Afford It—One Room and Bath Costs \$65

Special from Monitor Bureau

NEW YORK—Because there has been a great increase of sales of property and increase in rents in New York's artist colony, known as Greenwich Village, the prediction is made by Lower Manhattan Industrial Association members that "the village" will soon be the place where only the wealthy can reside.

"The prices that 'village' property is bringing make it impossible for the art colony to continue to live in this district," said H. D. Benson, secretary of the association. "The name, of course, will no doubt continue, but the character of the 'village' is rapidly changing from what it was known in former years. I dare say it will continue to be inhabited by artists, but it will be the rare kind who are able to write fluently in their checkbooks."

"The seven-odd millions recently spent in establishing an industrial center in Varick Street has had much to do with this change. The owners of these large business concerns want to live near their offices, and this means the 'village.' The heavy vehicular traffic, too, makes it almost impossible to motor to business, which is the reason that many of the

PRIVATE BASISFOR AIR MAILIS DUE SEPT. 1

Government Gives Up All Lines on That Date to Commercial Company

Special from Monitor Bureau

NEW YORK, Aug. 29.—Marking the complete retirement of the Government from the airmail routes, except by contract, the Post Office Department will go out of the transcontinental airmail business on Sept. 1, when the National Air Transport will take over the eastern division from New York to Chicago. This is the last leg of the transcontinental route to pass from Government to private operation.

Thus the National Air Transport becomes the largest private enterprise operating commercial aircraft in the United States and second only to the German company known as Deutsche Lufthansa.

Passengers and Express

The carrying of express matter in limited quantities, as well as passengers, is also contemplated in the new plan, the National Air Transport working in harmony with the American Railway Express. It will provide a regular day and night schedule for the delivery of express matter, the first time this has ever been attempted. The mail and express service will operate on a daily flying basis of approximately 5000 miles.

Airplanes leaving Hadley Field, New York, at 12:15 p. m., will arrive in Cleveland at 4:30 p. m., and in Chicago at 7 p. m. The night service will leave Hadley Field at 9:35 p. m., reaching Cleveland at 2:15 a. m., and Chicago at 5:35 a. m.

From Chicago, eastward-bound, the airplanes will leave at 8 a. m., reaching Cleveland at 11 a. m., and Hadley Field at 4:45 p. m. The night east-bound service will leave Chicago at 8 p. m., arriving in Cleveland at 11 p. m. and Hadley Field at 4:45 a. m.

Chicago will be one of the central distributing points where mail and express will be taken on other airplanes to points on the Pacific Coast and to points south. Rates for express matter will be based on a maximum of 50 cubic inches to each quarter of a pound.

Minimum Charges \$1 to \$2

From New York to Cleveland, or Chicago the charge will be 35 cents a quarter of a pound, and to points south 50 cents, with minimum charges of \$1 and \$2 for each package, depending on the destination.

From Chicago to Dallas the National Air Transport will carry passengers, mail and express and the passenger service may later be extended to New York. The rate will be 10 cents a mile, or \$100 for the trip from Chicago to Dallas, with proportionate rates for stops along intermediate points.

Regular schedules will be printed and posted and tickets issued entitling passengers to "one wicker seat" in the passenger compartment, which accommodates three aft of the pilot's cockpit.

The present south-bound schedule provides for departure from Chicago at 5:45 a. m. and arriving at Dallas at 5:35 p. m., luncheon being served at the Kansas City field. This is half the time required by the fastest trains between Chicago and Dallas.

The National Air Transport will operate with 36 airplanes, of which 18 will be Douglas biplanes for use in the New York-Chicago service. These are equipped with 12-cylinder water-cooled Liberty motors, and have a cruising speed of 110 miles an hour. The Department of Commerce has established a route lighted by high-power beacons for use of the night fliers.

GIANT NOVA SCOTIA TURTLE HALIFAX, N. S. (Special Correspondence)—One of the most remarkable marine wonders ever seen in Nova Scotia waters is a turtle captured recently near Louisbourg, which weighs 1000 pounds and is said by experts to be 200 years old. It was taken alive, and will be exhibited. The head of the turtle is as large as an average human head, and the enormous size of its mouth and the massive back shell are extraordinary features. Despite its age and the great weight of shell, it moves with great rapidity with the aid of fins that extend for two feet from the body.

ARMY HOUSING PROGRESSING WASHINGTON (AP)—Favorable progress on the 23 building projects authorized under the army housing program is reported by the War Department. The department also expects plans to have been completed by Sept. 15 for new construction at Camp Devens, Mass.

NEW YORK (AP)—The first shipments to be sent by the air express which begins operation Sept. 1, will include breakfast food, electrical products, half-tone cuts for advertisements, radio parts, motion picture film and "dummy" packages, sent by collectors who want the new air express labels.

"Inquiries have been received," R. E. M. Cowie, president of the American Railway Express Company, said, "showing that the field for air express is as broad as business itself. Immediately upon announcement of air express service business in general began to visualize how useful it would be."

ARMY HOUSING PROGRESSING

WASHINGTON (AP)—Favorable progress on the 23 building projects authorized under the army housing program is reported by the War Department. The department also expects plans to have been completed by Sept. 15 for new construction at Camp Devens, Mass.

NEW YORK (AP)—The first shipments to be sent by the air express which begins operation Sept. 1, will include breakfast food, electrical products, half-tone cuts for advertisements, radio parts, motion picture film and "dummy" packages, sent by collectors who want the new air express labels.

"Inquiries have been received," R. E. M. Cowie, president of the American Railway Express Company, said, "showing that the field for air express is as broad as business itself. Immediately upon announcement of air express service business in general began to visualize how useful it would be."

ARMY HOUSING PROGRESSING WASHINGTON (AP)—Favorable progress on the 23 building projects authorized under the army housing program is reported by the War Department. The department also expects plans to have been completed by Sept. 15 for new construction at Camp Devens, Mass.

FIFTH AVENUE
AT THIRTY-FOURTH
STREET
NEW YORK

B. Altman & Co.

TELEPHONE:
MURRAY HILL
7000

Beginning Monday---Annual Sale of Imported Lace Curtains and Upholstery Fabrics

Diverse weaves and patterns for every drapery or upholstery need.

At prices that offer emphatic savings

Irridescent
Rayon Gauze

58c a yard

3500 yards in multicolour striped effects,
50 inches wide

Sunfast
Rayon Taffeta

75c a yard

5000 yards in plain colours or striped
designs. 45 inches wide

Imported
Cretonnes

31inch 35c, 58c, 95c

50inch \$1.10 and \$1.85

10,000 yards excellent quality and a
variety of very attractive patterns

Hand-made Filet Lace Window Panels and Bedspreads

Window panels in matching 45 and 54 inch widths, each \$3.75, \$4.50, \$5.50 upward

Bedspreads in a variety of interesting patterns, each \$35.00, \$47.50, \$55.00 upward

Embroidered Net
Window Panels

\$4.25, \$4.95,

\$5.50

Imported. Matching 38, 54 in. wide

Lace Curtains

SWISS POINT

Each, \$3.75, \$4.50

MARIE ANTOINETTE

Pair, \$4.15, \$4.95

Drapery and
Furniture Fabrics

50inch mercerized casement cloth, \$1.95

50inch taffetas and satins . \$3.95

50inch repp 3.50

50inch damasks . . \$2.85 upward

Marvel-Ease Couch Hammocks and Gliders

Exclusive with Altman—drastically reduced during this Annual Sale to give very exceptional values—upholstered in selected fabrics

Leather Screens and Hand-Carved Dower Chests

Imported English Screens

\$95.00

Of leather. Three-panel style (each panel 18 x 68 inches)
hand-painted in scenic and floral effects

Oak Dower Chests

Hand-carved in Italian, English and French designs

36 x 18 x 20 high, \$36.00 42 x 18 x 20 high, \$40.00

48 x 18 x 20 high, \$44.00

DRAPERY AND UPHOLSTERY, FABRICS—FOURTH FLOOR

Announcing the September Sale of

CHINA AND GLASSWARE

At Reductions of 10 to 33½ Per Cent

Discounts which offer an exceptional opportunity to make selections from our regular stocks at decided savings

OPEN STOCK
DINNERWARE

A large selection, interesting
decorations, finest
bone, earthenware or
French china

TABLE
GLASSWARE

Varied colours and deco-
rations in finest Rock
Crystals as well as popular
priced types

DECORATIVE
GLASS

From the world's master
glass blowers, offered in
many colours and in many
quaint shapes

CHOICE
POTTERY

Both domestic and foreign
potteries assembled in an
entrancingly varied
selection

CHINA AND GLASSWARE—FOURTH FLOOR

COMPROMISE IS REACHED BY NEWSPAPERMEN

Protection of News Threshed Out at Geneva—Resolutions Passed

By Special Cable
GENEVA, Aug. 27.—The resolution passed at the International Press Conference for the protection of news represents a compromise between three viewpoints, that of the news agencies, of Lord Riddell, representing the British Newspaper Publishers Association, and the German delegation. The first resolution, which dealt with unpublished news, denounced unfair competition, that is to say, attempts to purchase news by underhand methods, tapping news sources, bribery and corruption by press agents. Nobody is to acquire the right of suppressing news in the public interest, but the resolution aims at protecting the right of newspapers and news agencies in the use of legitimately acquired news. How this is to be done was not stated, but the conference in voting for the resolution has in view an international convention, as clearly stated in the second resolution for the establishment of judicial procedure against unfair competition along the lines of a decision of the United States supreme court.

No Preferential Rights
It is important to note that the first resolution declares that there shall be no preferential rights in official news issued by governments and governmental departments. The second resolution leaves to governments concerned to devise special measures if they think them necessary for the protection of published news by the press or radio. What is here established is that newspaper and news organizations shall be entitled after, as before publication, to the reward of their labor and financial expenditure, provided no monopoly of news be established. The second resolution recommends an international convention for this purpose and requests the Council of the League of Nations to give immediate consideration to this question. The resolutions may be said to represent the average views of the conference. The news agencies would have preferred something stronger. Thus Sir Roderick Jones of Reuters said that none of them had got exactly what they wanted, but he was ready to admit they had got far more than he had expected from a conference of that kind.

Property Rights Recognized
Karl A. Bicknell, United Press, said that he was much gratified at the recognition of property rights in news which was far more than he had expected to secure, in view of the divergent opinions. Marcus Königberg was a little doubtful of the significance of the agreement, but he considered the resolutions were a credit to the conference which drew them up. Thomas W. Mackenzie said that the newspapers of South Africa, had a press law for the protection of news which had worked well and he hoped the resolutions would lead to its general adoption. Ramon de Franch, representing La Prensa, Argentine, speaking for big newspaper owners, said he was delighted that the First International Press Conference should have recognized the protection of news. Georg Bernhard, Germany, though not enthusiastic of the result of the conference, hoped that some good might come out of the resolutions. This morning the conference discussed the improvement of the distribution of newspapers. In the course of the debate the Hungarian delegate protested against the difficulty of getting newspapers across certain frontiers. After this Lord Riddell's resolution for the removal of taxes and other restrictions on the circulation of the international press was unanimously accepted.

WORLD CENTER FOR ANIMAL DEFENSE

Special from Monitor Bureau
LONDON—An international center has been founded by the Animal Defence Society at Geneva for the purpose of interesting the League of Nations in animal defence legislation and of co-ordinating the activities of the various national anti-vivisection organizations. The society has secured a building which is to be opened in September. It was also announced at the final session of the anti-vivisection congress at Caxton Hall, London, that the International Union of Medical Men Opposed to Vivisection will shortly be revived. It was founded in 1909 and lapsed during the war. Several hundred doctors in all countries are stated to have signified their willingness to join.

PRESIDENCY OF CLUB LEADS TO CIVIC POST

CINCINNATI, O., Aug. 29 (Special)—Presidency of the Mothers' and Teachers' Club, it would appear, is a stepping-stone to a place on the Cincinnati Board of Education. Two years ago Mrs. L. C. Fillmore, after serving as head of the club, became a candidate for election to the School Board. Organized opposition to what is known as the "Citizens' Movement" thought the task hopeless in opposing her and the two other candidates at that time. Now Mrs. Harry Vorseberg, president of the same organization, has been announced as a candidate. Talk of opposition to her candidacy is rather nebulous at this time though the elections are over two months away.

JERUSALEM HAS TAXICAB

JERUSALEM, Aug. 27 (AP)—The first taxicab has appeared in the streets of Jerusalem. It excited a vast amount of curiosity.

Vacation in the Out-of-Doors Given to 200 Children



Just Before Dinner at the Camp.

Children of 26 Nationalities Enjoy Morgan Memorial Camp

Farewell Reception to Guests Includes Varied Program Displaying Many Activities

More than 200 children representing 26 nationalities from the South End district of Boston, had the climax of their summer vacation at Morgan Memorial Camp near South Athol, Mass., last week when they enacted scenes of camp life for motion picture photographers, newspapermen, writers, and various Morgan Memorial officials and visitors. The 600-acre farm in the foothills of the Berkshires was a scene of bustling activity during the farewell celebration which began with an inspection day and entertainment, including a fantasy "In a June Garden" produced under the direction of the camp teacher of elocution.

Accompanied by the group of writers and officials a number of the children later entertained the guests at the annual Toy Town Term costume ball with a program of songs, dances, and skits, and illustrated activities at the South Athol camp. Closing Days Full of Interest
Groups of sightseers, automobiles spinning back and forth, moving picture cameras clicking, and the happy voices of the camp children as they gave their yells, played games and gave exhibitions of what they had learned during the summer vacation, made the last days of camp unusually interesting.

BUSINESS HEADS IN STUDY GROUP

Class of 50 Hears Industrial Problems Analyzed in B. U. Course

About 50 sales and distribution executives from a score of industries in Massachusetts today began their theoretical and practical study of "big business" at the conference for the training of executives being conducted jointly by the Associated Industries of Massachusetts and the Boston University College of Business Administration, registering for a five-day school session. This afternoon the business men took an inspection trip through the Dennison manufacturing plant at Framingham, Mass.

Although separate programs will hereafter be followed by those interested in sales and those interested in production, this morning's session was attended by both groups. The discussion was led by E. Grosvenor Plowman and L. S. Harding of the Associated Industries and by Prof. Oscar T. Smith and Ralph G. Wells, heads of the departments of sales relations and management methods respectively at Boston University College of Business Administration. All of the executives took part in the conference, which was devoted to the needs of a comprehensive master plan to co-ordinate all the activities of any business enterprise. The value of research and statistical studies as bases for the master plan was stressed, and emphasis was put on the advantage of making use of all forms of available knowledge not only of the applied sciences, but also of economics and sociology. Several of the speakers referred to applications of engineering methods to such intangible problems as those of consumer demand, personnel, and labor.

CHINESE MILITARY SEESAW

By Special Cable
SHANGHAI, Aug. 29.—Military fortune has turned in favor of the Nationalists and the Northern force which crossed the Yangtze and occupied Lunghua are being defeated and driven back to the north-eastern bank. The Shanghai-Nanking Railroad communication has been resumed.

Saturday afternoon the last motor-bus full of cheering youngsters arrived in Boston. The past season has been successful from every standpoint, according to the Rev. Edgar J. Helms, leader of Morgan Memorial activities. Two new camps were completed during the last year, a camp for girls made possible through the Community Child Welfare Association of Massachusetts, and Camp Wokapa, for boys.

Old-fashioned kerosene lamps have been superseded by an effective lighting system and electric plant, and a bottling plant has been installed. Ginger ale and orange soda as well as the water from the camp spring are bottled for sale thus adding to the income from industrial features of the Morgan Memorial institutions.

Industrial Work Developed
Through gifts from interested parties larger water pipes have been put in giving the camp a full supply throughout the summer. A box factory has also been erected and is being used for storage until the installation of necessary equipment provides for the development of further industrial work along the lines of using waste materials, and weaving blankets.

TOLEDO SYSTEM ADDS BUS LINES

Feeder and Express Lines Inaugurated in Advance of Franchise Change

TOLEDO, Aug. 25 (Special Correspondence)—Development of co-ordinated bus and street railway service is under way in Toledo even though steps to revamp the Miller service-at-post street railway franchise and bring in new capital for transit development have been taken slowly.

It is believed here that the new franchise will become an active issue as soon as the city elections are out of the way in November. But meanwhile the Community Traction Company has placed several feeder bus lines in operation, has replaced the car line on Front Street with a bus line, has placed a new express bus line in service between West Toledo and the downtown district, and city council has authorized the elimination of the old Indiana Avenue car line.

Bus operation on the feeder lines is found to be costly but on the through lines is a little more than paying its way. Flexibility of the motorcoach is seen in several of the operations undertaken by the company. It is also running some special buses to replace work trains carrying railroad employees to shops and homes. In anticipation of the new street railway franchise plan the Community Traction Company has also begun to build up its operating staff. Charles H. Forsgard, formerly of Durham, N. C., has been named general superintendent of the company, and will have complete charge of operations. This will leave J. Frank Johnson, vice-president and general manager, free to devote more of his time to public relations and general policies.

Street Cars to Be "Things of Beauty," According to Advance Styles Just Out

Special from Monitor Bureau
NEW YORK—New street cars reflecting the "urge toward the beautiful" which car builders feel is now dominant in the public thought, will make their appearance in many American cities next year, according to the announcements by the American Electric Railway Association previous to the convention of this organization to be held in Cleveland from Oct. 1 to Oct. 7. College colors will dominate, the standard greens and yellows and dusty reds having been discarded as unsuited and out of style. Upholstery will be of the finest velvets, with linoleum on the floor. Cars will be named as Pullmans are, so

that important citizens may see themselves conspicuously connected with the transit facilities of the home town.

"Mary and Her Little Lamb" Up to Date



Wide World Photo
Little Anita Fremault Takes the Part of Mary in Motion Picture Version of Ancient Rhyme Being Filmed at Henry Ford's New England Village at Sudbury, Mass.

AMERICAN STORES ALIKE, SAYS ENGLISH MERCHANT

(Continued from Page 1)

"The English can learn much from the American system, with its perfect correlation of facts, and its sales based upon a method. But at the same time American merchants could profit by studying the English mode of more intimacy even in large scale retailing.

Met One Personal Saleslady
"Why, he declared, 'the best assistant, or salesman, that we have met during our tour, was really a product of the personal method. She was working in a large store in New York, but her mode of selling to a customer made us notice her at once. Upon inquiry we found that she had just come from a smaller store, where she had sold under the head of the business and had learned from him."

Mr. Wilson stated that their tour, which had taken in Montreal, Toronto, Detroit, Chicago, Philadelphia, and New York, had been an unqualified success, but that they were still too much in the midst of things to gain the proper perspective of what they had seen.

British Merchant Party Entertained at Luncheon and See Historic Spots

The visitors were guests of the Boston Chamber of Commerce at an informal luncheon in one of the private dining rooms at the Chamber building. About 25 heads of Boston retail business interests were present. George B. Johnson, head of the Retail Trade Board and president of the R. H. White Company, presided, and made informal remarks to which Mr. Wilson responded briefly on behalf of his associates.

INCREASED USE OF GAS SHOWN

Connecticut Officials Say Three-Quarters of Consumption Is for Heat

HARTFORD, Conn., Aug. 29 (Special)—Substitution of the use of gas for coal in the heating of homes and manufacturing plants, is said to be responsible for the great increase in the consumption of gas reported during the first six months of the present year.

More than 4,500,000 cubic feet of gas had been used up to July 1, a total which indicates that the state's consumption for the year will greatly exceed the total for 1926. Gas company officials are predicting that it will be necessary to double the capacity of their present plants as well as their capital within the coming decade.

Predictions also have been made that because of lack of space it will be necessary to double the height of the present gas holders instead of increasing their number.

Heating is consuming more than three-fourths of the total gas production in Connecticut today, according to gas company officials. Hundreds of manufacturing processes which were formerly accomplished by coal heat have been changed to gas, while practically all gas companies in the State have reported many new installations of gas-burning furnaces in Connecticut homes during the present summer.

Philer, furrier of Boylston Street; W. S. Radway of the Credit Reporting Bureau; F. A. Black of William Filene's Sons; W. A. Hawkins of Jordan Marsh Company and the following from Hovey's: D. E. Walsh, Richard Ehrlich and James Calvert. Plans to take the visiting merchants on a drive along the North Shore this afternoon were deferred and the party visited the Boston Public Library, Museum of Fine Arts, Harvard University and points of interest about the campus, Wellesley College, returning by the way of the Newtons that the British visitors might see the many fine residences.

GRANT'S HOME TOWN INVITES PRESIDENT

Point Pleasant, O., Wants Him to Dedicate Memorial Bridge

CINCINNATI, O., Aug. 29 (Special)—Word is being awaited by the Grant Memorial Association of Point Pleasant, whether President Coolidge will find it convenient, when returning from the Black Hills, to dedicate the Grant Memorial Bridge built about 100 yards from the site of the birthplace of the famous general and President.

Five years ago President Harding made a special trip from Washington to Point Pleasant to dedicate a monument commemorating the Grant anniversary. At that time the roads to the little village were in such a condition that practically all transportation was by steamboat. This gave the city of building a bridge over Big Indian Creek. While this was in progress lines were being laid for the Atlantic and Pacific highway and Judge Hugh Nichols of Cincinnati, president of the association, made an offer of a \$15,000 contribution, provided that the highway were so adjusted as to bring it through Point Pleasant.

In the end this was accomplished, the state building the bridge and the Memorial Association contributing \$10,000. The structure has been artistically modeled with beacon lights at either end, it, with replica of the Grant homestead, was completed this summer and the two now await dedication.

CEDAR RAPIDS ADDS TO ITS PARK SYSTEM

CEDAR RAPIDS, Ia., Aug. 29.—This city's park system has been considerably enlarged by the city council's acceptance of a 70-acre park, the gift of the late Ralph Van Vechten, Chicago banker, and three local citizens.

It is planned to improve the site, the city to spend \$400 annually for the next 10 years for this purpose. Landscape architects report the site may readily be made into one of the State's finest parks.

STATE LOAN BIDS ASKED

William S. Youngman, State Treasurer, has asked for bids for a short-term loan of \$3,000,000. The notes will be dated Sept. 2, 1927, and will mature Nov. 22, 1927, with interest payable at maturity. All bids for these notes must be in before 11 a. m. tomorrow. The loan is being made for the accommodation of the Metropolitan district.

TOLEDO SEEKS TO GAIN TRADE BY LOAN FUND

Credit "Pool" Offers Way to Finance New Industries—Claims Are Adjusted

TOLEDO, O., Aug. 29 (Special)—This city is taking inventory of its industrial advantages and is preparing to add the development of the manufacture and distribution of products here so as to diversify and increase its business. The most novel feature of the plan is a community industrial guarantee fund to which business interests have subscribed more than \$300,000 in credit.

This big credit "pool" will enable selected industries to purchase plants or sites for buildings here, mortgage them for a maximum amount, the paper to be endorsed by the credit pool and the actual loans to be made through regular banking channels. The industrial loan committee in charge of the administration of the fund is composed of seven bankers and seven representatives of general business and professions of the city.

Survey Is Under Way
As a basis for working with industries a complete survey of the entire city is being made and will be published in 10 volumes under direction of R. J. Eustace, industrial commissioner of the Chamber of Commerce. Data will be furnished to statistical bureaus of all industries and to large corporations operating branch plants. Friendly liquidation and administration of estates of business concerns in difficulty has proved profitable for Toledo business men.

Credit Men Report Progress

The adjustment Bureau of the Toledo Association of Credit Men handled during the last 12 months 41 estates and obtained 42.25 per cent of the claims for the creditors in those which were administered on a friendly basis, those which were taken through bankruptcy paid out 7.97 per cent of the claims. Not all of the friendly cases were high in yield, for seven brought nothing at all, and three paid out dollar for dollar on all claims.

A committee of representative business men in many lines of manufacturing and wholesale trade form a board of directors, which administers the estates. Under such a plan, many business enterprises have been aided into better position, with economic savings for creditors and debtors alike. Confidence of the business community has been registered in the wide variety of cases given over to this form of administration, its supporters assert.

DUTCH RUBBER MEN SEEK SALE CONTROL

THE HAGUE (Special Correspondence)—Present conditions in the market for crude rubber will probably result in the formation of a strong central selling organization to handle the output of plantations

in the Dutch East Indies. An influential committee consisting of leading financiers and rubber growers is now studying the plan. With the British growers controlled by the Stevenson restriction plan, and with the American buyers, who dominate the rubber market, in possession of a strong buying pool, it is felt that it will pay the Dutch rubber industry to establish a closer organization to handle its interests. Among those on the present committee are the director of the Netherlands Trade Association and the president of the International Association for Rubber Growing, Dutch East Indies.

GEORGIA BUDGET IS LEFT SHORT

Legislative Houses Unable to Agree on Taxes—Collections Unifed

ATLANTA, Ga. (Special Correspondence)—Notwithstanding economy pleas from many leaders, the Georgia Legislature has adjourned without reconciling appropriations and revenue, a discrepancy that is variously estimated at from \$2,500,000 to \$4,000,000 remaining to compel an extraordinary session during the fall, unless unexpected sources of revenue develop.

The House of Representatives favored an income tax, and the Senate offered a sales tax on merchants, either of which would have taken care of the deficit, but the two branches were unable to agree.

Among the more important general bills passed by both houses was one providing that all money collected from whatever source be turned directly into the state treasury, and be paid out only through legislative warrants. One hundred and eighty-five oil inspectors were dropped from the State's payroll, effecting a saving of about \$100,000 in fees.

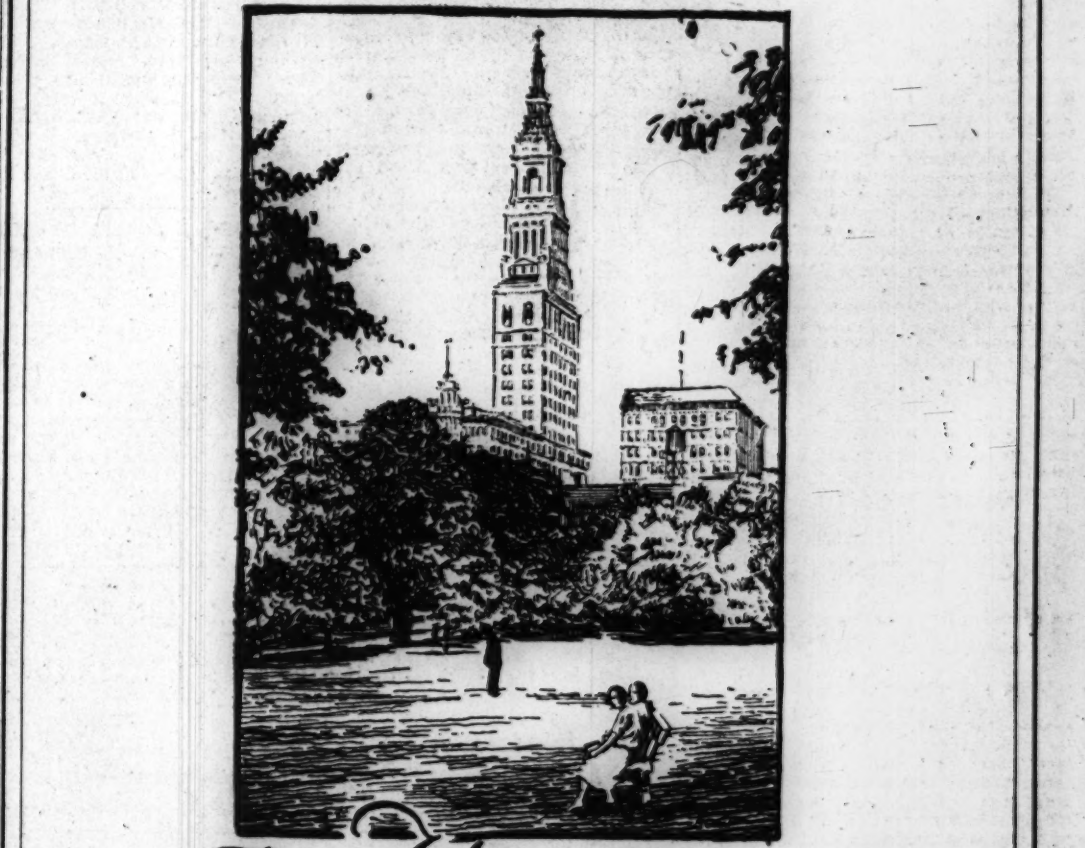
Two measures were passed regulating more strictly the operation of the state banks and prohibiting chain bank system.

Zoning ordinances will be permissible in cities of more than 25,000 population through a constitutional amendment that will be submitted to the people for ratification. The city of Atlanta was recently prevented by a supreme court ruling from enforcing zoning ordinances that would have protected old residential sections from the encroachments of stores and apartments.

Additional safeguards were thrown around adopted children, and a number of child welfare bills passed. Use of public funds to carry children to and from school was provided for in a bill that was passed.

STATE BOARD STARTS REVISION OF SALARIES

Lists reclassifying and allocating employees of the state in preparation for salary revisions have been started out to department heads by Charles P. Howard, chairman of the commission on administration and finance. The last of the lists is expected to be sent out by Saturday. Conferences with department heads on salaries will follow.



In Hartford

MANY merchants invite readers of The Christian Science Monitor to shop at their stores. When you are shopping in Hartford, why not accept the invitations of these advertisers? You will find them ready to serve you and appreciative of your patronage.

STRICTER RULES IN PROCEDURE OF COURTS ADVISED

Yale Law School Professor
Announces Results of
Connecticut Survey

NEW HAVEN, Conn., Aug. 29 (Special).—Various factors tending to slow up litigation in Connecticut, and the extent of the delays caused by these factors are listed in a report of the status of commercial arbitration in this State, made public by Prof. Wesley A. Sturges, of the Yale School of Law. The report is the result of a survey of the subject made during the past year by Harry Leo Nair of New Britain, Conn., and Monroe Oppenheimer of St. Louis, Mo., two graduate students of the Yale School of Law, under the direction of Professor Sturges.

"One of the advantages commending settlement of commercial disputes by arbitration is the absence of delays which attend court litigation," Professor Sturges says in the report. "In surviving in this connection the need for arbitration in any state, it is therefore of some importance to consider the delays that are met with in its courts."

Delays in litigation in this State, the survey shows, are produced by the following factors: Certain rules of pleading under which a defendant can unduly postpone the reaching of an issue; the use of jury trials; habits of procrastination on the part of the bar, coupled with certain traditions of professional courtesy in regard to granting continuances and extensions of time; the present method of assigning cases for trial; conditions causing the absence of attorneys, parties, or witnesses at the time set for trial; the relatively small number of lawyers by whom most of the trial work is done; the crowded condition of the trial dockets; appeals from the judgments of trial courts.

While the crowded condition of the dockets is perhaps the most important cause for delay in the larger cities, other factors, Professor Sturges says, must be considered if an adequate picture of conditions is to be secured. While some of the causes of delay that have been mentioned are more or less inevitable, others could be lessened considerably, he believes, by the use of procedural devices now in successful operation in other states.

The results of that part of the survey dealing primarily with the status of commercial arbitration in Connecticut will be made public soon, Professor Sturges said. Similar surveys were conducted during the past year in Massachusetts, New Hampshire, Rhode Island, Virginia, Alabama, California, Washington, Michigan and Ohio. The American Arbitration Association plans to consolidate and publish the reports of these several surveys.

PRESIDENT'S PASTOR FAVORS MR. HOOVER

Dr. Pierce Believes Mr. Coolidge Means What He Says

PORTLAND, Me., Aug. 28 (P).—"I believe that President Coolidge means exactly what he says and that he will not accept another nomination for Chief Executive," the Rev. Dr. Jason Noble Pierce, the President's pastor in Washington, said in an interview here yesterday.

"My opinion is," Dr. Pierce continued, "that the President believes that the best interests of our country will be served in the ordinary course of events through change at regular intervals in the presidential office. While I have not discussed the matter with President Coolidge, I am firmly convinced that, unless some unusual crisis should come, he will not accept another nomination."

Dr. Pierce expressed his conviction that Herbert Hoover would be capable of rendering "most capable service" in the presidential office. "Hoover is absolutely 'hard boiled' as to the politicians and would go at things solely with the best good of the country at view rather than from considerations of political expediency," he continued.

He expressed the belief that the radio might become a potent factor in bringing about the nomination and election of Mr. Hoover, explaining that his voice lent itself to radio utterance much better than to speaking at great public gatherings.

OLD-TIME CHURCH SERVICE RE-ENACTED

Ludlow Center Observes Its
"Old Home Day"

LUDLOW CENTER, Mass., Aug. 29 (Special).—Plain and simple in every detail, and an unusual manifestation of the "Old Home Day" idea, was the homely celebration conducted in this community's Congregational Church yesterday. The old-time Sunday services of a century and a half ago were re-enacted by the 200 persons present—with the exceptions, however, that the pastor's sermon did not last four hours nor were the worshippers required to stand up throughout the sermon.

The church organ was muffled, while the tunes for hymns were "set" by an old-time member. After the sermon, according to time-honored custom, the congregation went to the pine grove nearby for a basket luncheon. The pastor, the Rev. C. A. Hawley, devoted his sermon to a sketch of the history of the church, which was founded 153 years ago.

An evening service was conducted in the Second Congregational Church structure, built in 1839 and now used as a grange hall. This building still contains an old-fashioned boxed-in pew.

SATURDAY RIDING GREATEST
HARTFORD, Conn., Aug. 29 (Special).—The most popular day for trolley cars in Connecticut is on Saturday, when more people ride on them than on any other day during the week, according to traffic figures issued by the Connecticut Company.

Harvard Students in Camp in Canadian Rockies



Members of Geological Party Photographed Near the Yoho River.

Fossilized Ancestors of Lobsters Found on Canadian Rockies' Peaks

Harvard Geological Party Returns After Successful
Expedition to Construct Profile of Range From
Lewis Overthrust to the Yoho

Fossilized ancestors of lobsters and crabs which lived at the surface of the sea perhaps 100,000,000 years ago were found recently on the highest peaks of the Canadian Rockies by Prof. Percy F. Raymond of Harvard University and his summer class in geology, and are said to indicate that the Rockies at one time were at the bottom of the ocean.

Professor Raymond in studying the fish-like specimens discovered and has expressed it as his opinion that they are prehistoric animals of the sea and that the Rocky Mountains, which was the region of their habitat, were entirely submerged under salt water millions of years ago.

An expedition of twenty students from Harvard, Princeton, Brown, and Antioch departed for the Canadian Rockies early in June to spend the summer, not in the luxurious hotels of Banff and Lake Louise, but rather in rough camps, tents, and in the open.

Generally on Foot
Establishing a mountain camp as their headquarters for a period of several days at a time, the party ventured out into the mountains, sometimes on horseback or by mule, but generally on foot, to explore the adjacent regions for historical and scientific data not available through ordinary text book methods. With one student of the party, an undergraduate of Antioch, serving as cook, the party enjoyed two hearty meals a day in the camps. The other meal they packed with them on their daily hikes to the glacial formations, mountain peaks and valleys.

The chief work of the expedition was to construct a profile and structural section of the mountains running from the Lewis Overthrust in the east, across the divide to the valley of the Yoho River. The discovery of new specimens in the animal kingdom was incidental, and the prizes are regarded as an unanticipated bonus.

Four different camps were occupied at various times for the purpose of constructing the profile map—one at Lake Minnewanka, another near Banff, a third at Lake Louise, and a fourth in the Yoho region. Daily excursions were made from these camps, and the excursions involved a great deal of mountain climbing, occasionally 10 hours a day.

Students Registered
The students were registered as a regular summer class studying geology under Professor Raymond, Prof.

NOISE "SPECIALIST" AT WORK IN BOSTON

Dr. Laird to Test Absorption
Device in Subways

Boston Elevated officials have agreed to co-operate with the noise experts in further tests to be made in October in the Boston subways, and they mean to test the effectiveness of certain devices with which they have been experimenting to reduce traction noises, according to an announcement by Dr. Donald A. Laird of Colgate University, who, with Wallace Waterfall, a Chicago acoustical engineer, made the audio-meter tests on Tremont Street last Friday night.

Dr. Laird's work is to determine noise standards and investigate methods of noise absorption. When these data have been assembled, the theories resulting are expected to have a marked effect on city planning methods. When the experts have determined the relative contribution of various noise sources to city noises in general, they will have made the problem specific, and the remedy will be so much more easily effected.

AIRPLANE BUILDING IN LOWELL PROPOSED

LOWELL, Mass., Aug. 29 (Special).—The Lowell Chamber of Commerce has appointed a committee to make a survey relative to a proposal to attract manufacturers of airplanes to establish plants in this city. John S. Stevens made the suggestion, stating that an extensive program of plane manufacturing is underway in the country and urging that \$100,000 be subscribed by citizens in order that Lowell might get its share of the industry.

The committee appointed by Secretary Charles D. A. Grassie of the chamber is composed of William H. Spence, Robert W. Thompson, John A. Stevens, and Oliver P. Greenwood.

Bradford Willard of Brown University, and Donald Reynolds of Harvard, assistant in physiography. The group consists of undergraduates and graduate students from Harvard, Princeton, and Antioch. They are: John M. Birdsell of Princeton, Toms River, New Jersey; Gilbert K. Brower, Antioch, Yellow Springs, O.; A. V. Corry, Harvard, Butte,

ton Highlands, Mass.; Henry A. Rusch Jr., Harvard, Oyster Bay, N. Y.; Marshall Schalk, Harvard, Brighton, Mass.; Gerrish Thurber, Princeton, N. J.

The Harvard School of Field Geology exists through the generosity of R. W. Scales, Harvard '01, who supplied a fund for this purpose. Professor Willard accompanied the expedition as an authority on structural geology and field methods. Mr. Reynolds acted as assistant and business manager.

Perhaps one of the most interesting structural features found was the existence of a great dome, the center of which is near Lake Louise. The party established in their own satisfaction that a great dome resembling old domes centers about the picturesque lake. For many years scientists have speculated on the probable existence of the dome, but the certainty of its existence had never been established before.

Preparing the Evening's Meal After a Day's Climb
Harvard Students' Camp at the Foot of Fossil Mountain.

Mon.; Henry Cutler, Harvard, St. Paul, Minn.; Ernest R. Dane Jr., Harvard, Boston; Francis Donaldson Jr., Harvard, New York City; George Eaton, Harvard, Brockton, Mass.; John Hamman Jr., Harvard, Cambridge, Mass.; Loren B. Hanchett, Harvard, Big Rapids, Mich.; Paul S. Harris, Antioch, Yellow Springs, O.; Addison A. How, Harvard, Indianapolis; Cornelius S. Hurlbut Jr., Harvard, Springfield, Mass.; Francis Newlands Johnston, Harvard, Santa Barbara, Calif.; Roderic O'Connor, Antioch, Marshfield, Ore.; David Modell, Harvard, Brooklyn, N. Y.; James S. Pass, Harvard, Syracuse, N. Y.; J. G. Reisman, Buffalo, N. Y.; Donald D. Reynolds, Harvard, New-

York. The judges of the annual exhibit of products of children's gardens, current in Horticultural Hall Saturday and Sunday, had finished their exacting task, it was found that the Bartlett Street garden, one of two such gardens maintained by Norfolk House, had taken the high prize for the largest and best collection of vegetables and flowers arranged for effect.

Miss Edith Rodgers and Miss Frances Rodgers, sisters, have supervision of these two garden spaces, which this year were tiled, planted, and harvested by 100 boys and girls. The gardens occupy 15,000 square feet of land adjacent to Norfolk House center. The two exhibits, one on either side of the large exhibition hall, attested to the care and insight with which the children conducted their work.

Prizes for Small Plots
For the best collection of flowers and vegetables from a school garden, arranged for effect in a plot not exceeding 200 square feet, the Martin School of Allston took first prize, the Cambridge gardens second and the third the Deerfield Street gardens under the auspices of the Women's Municipal League.

The Bennett School of Brighton took first for a similar plot in a space not exceeding 100 square feet, with the Robert Gould Shaw School second, the Florence Nightingale School third and the Longfellow School fourth.

For the best collection of flowers from a child's garden, not less than eight varieties, first prize went to Wesley Falk of Brockton; second to J. Driscoll, Campello; third to Nazario Cedroni of Brighton.

For exhibits of wild flowers, berries, leaves and grasses variously exhibited by Francis X. Fenton of Roxbury, Charles E. Thayer of Brockton and J. Driscoll of Campello, the judges awarded the first and second prizes in the order the contestants are named. This class annually calls forth an unusually interesting display.

For the best collection of eight varieties of vegetables from a child's home garden, first prize went to Wesley Falk of Brockton; second to Joseph O'Brien, Brockton; third to John Gray, Dorchester. Evelyn N. Snow of

**GOODYEAR TO OPEN
FACTORY IN ENGLAND**
AKRON, O. (Special Correspondence).—The Goodyear Tire & Rubber Company's new factory at Wolverhampton, England, will start operations about next January. P. W. Litchfield, president of the company, announced.

The factory will have a capacity of 2000 tires and the same number of tubes a day. Charles P. Skinner, managing director of Goodyear in England, has been named managing director of the new unit. Goodyear's Australia plant is to be open for production this fall, officials said. Its daily output will be half that of the English factory.

BAPTISTS ELECT THEIR OFFICERS

Seventh-Day Churches of
United States Close General
Conference

WESTERLY, R. I., Aug. 29 (P).—The one hundred and twenty-fifth general conference of the Seventh-Day Baptist Churches of the United States, in session here since last Monday, closed last night.

At the final business, Frank Hill of Ashbury, R. I., was elected president of the general conference. Vice-presidents chosen were: D. Nelson Inglis, Milton, Wis.; Mrs. Luther Davis, Princeton, N. J.; Oscar M. Burdick, Little Genesee Falls, N. Y.; the Rev. William Clayton, Syracuse, N. Y.; S. Orlando Davis, Lost Creek, W. Va.; the Rev. L. D. Seager, Hammond, Ind., and P. B. Hurley, Riverside, Calif.

Paul Sanders of Alfred, N. Y., was elected recording secretary; William Shaw, Milton, Wis., corresponding secretary; James H. Coon, Milton, Wis., treasurer, and the Rev. Wilfred Burdick, Plainfield, N. J., secretary of the Seventh-Day Baptist "Onward movement." Riverside, Calif., was selected as the conference city for 1928.

Owing to the fast-growing annual attendance, it was voted to convene every other year in one of the three Seventh-Day Baptist college towns—Milton, Wis., Alfred, N. Y., and Salem, W. Va.

The conference went on record as favoring enforcement of the Eighteenth Amendment.

The missionary board reported that it had hesitated to adopt a definite policy with regard to its activities in China, due to the rigorous legislation passed and the government regulation forbidding compulsory religious education. The conference voted to instruct the board to use its own judgment in handling the problem.

More than 45 delegates from all over the United States attended the conference. Sessions were held twice daily.

Friend of Girls

MRS. DAVID S. KENISTON
Head of Movement to Get More Interest
Taken in Girls' Society.

More than ever is to be done during the coming season by the Boston Friendly Society for the Care of Girls in the way of finding good homes, employment, food, clothes, wise counsel and good times for such girls as seem to be in need of them. To Mrs. David S. Keniston, a member of the board of directors, has been entrusted the task of interesting a wider circle of persons in the work the society is doing.

Each year approximately 700 girls are given some form of aid by the society. It is hoped that this year the number will be increased. Since the inception of the society thousands and thousands of girls have been benefited.

The majority of the girls are breadwinners working in store, office, or factory. Some live at home, others do not, but all have problems of one kind or another that seem beyond their unaided understanding or abilities. It is in such cases that the society fits in with its deeper insight, wider contacts, sympathetic interest, and larger influence. During the summer it has made possible to many girls a week's vacation at a nearby camp or in the country.

Bliss Louise Hunnewell, Boston and Wellesley, is first director of the Society; Mrs. A. Lawrence Lowell, Cambridge, second director; Mrs. Charles K. Cummings, Boston and Prides Crossing, secretary; Arthur Adams, Boston and Dover, treasurer.

The directors are: Miss Marion C. Balch, Jamaica Plain; Harvey H. Bundy, Boston; I. Tucker Burr Jr., Needham; Miss Helen Cheever, Boston; Miss Margaret Curtis, Boston; Mrs. John Wells Farley, Needham; Robert H. Halliwell, Boston; Mrs. Charles S. Hopkins, Boston; Mrs. James Jackson Jr., Boston; Mrs. Davis B. Keniston, Boston; Mrs. Jesse Koshland, Boston; Mrs. Charles G. Loring, Boston; Miss Milton H. Niles, Wellesley Farms; Mrs. Maurice O. O'Brien, Boston; Robert B. Stone, Jamaica Plain; Joseph J. Tillinghast, Milton.

GIRLS' SOCIETY PLANS GROWTH

Organization to Aid City
Workers Hopes to En-
large Activities

More than ever is to be done during the coming season by the Boston Friendly Society for the Care of Girls in the way of finding good homes, employment, food, clothes, wise counsel and good times for such girls as seem to be in need of them. To Mrs. David S. Keniston, a member of the board of directors, has been entrusted the task of interesting a wider circle of persons in the work the society is doing.

Each year approximately 700 girls are given some form of aid by the society. It is hoped that this year the number will be increased. Since the inception of the society thousands and thousands of girls have been benefited.

The majority of the girls are breadwinners working in store, office, or factory. Some live at home, others do not, but all have problems of one kind or another that seem beyond their unaided understanding or abilities. It is in such cases that the society fits in with its deeper insight, wider contacts, sympathetic interest, and larger influence. During the summer it has made possible to many girls a week's vacation at a nearby camp or in the country.

Bliss Louise Hunnewell, Boston and Wellesley, is first director of the Society; Mrs. A. Lawrence Lowell, Cambridge, second director; Mrs. Charles K. Cummings, Boston and Prides Crossing, secretary; Arthur Adams, Boston and Dover, treasurer.

The directors are: Miss Marion C. Balch, Jamaica Plain; Harvey H. Bundy, Boston; I. Tucker Burr Jr., Needham; Miss Helen Cheever, Boston; Miss Margaret Curtis, Boston; Mrs. John Wells Farley, Needham; Robert H. Halliwell, Boston; Mrs. Charles S. Hopkins, Boston; Mrs. James Jackson Jr., Boston; Mrs. Davis B. Keniston, Boston; Mrs. Jesse Koshland, Boston; Mrs. Charles G. Loring, Boston; Miss Milton H. Niles, Wellesley Farms; Mrs. Maurice O. O'Brien, Boston; Robert B. Stone, Jamaica Plain; Joseph J. Tillinghast, Milton.

Production comes mainly from the Cole Field of Webb-Duval Counties, which has a daily output now of close to 3,000,000 cubic feet of gas daily in a stretch less than five miles long, and the Carolina-Texas Field of Webb County, with a still smaller area. Other big gassers of the Laredo District are located in Jim Hogg County, and a few in Zapata County.

**NEW GIRLS' SCHOOL
TO STRESS TRAVEL**
Damon Hall, in Newton, Will
Also Give Finance Course

Frank H. Damon, formerly head of Mt. Ida School, will open in October new junior college for girls in Newton. To be known as Damon Hall, it will be located on the Wellington estate on Church Street. Among the new ideas to be incorporated in the school is a course in management of personal affairs, including the study of investments and general finance. Another departure from the orthodox curriculum will be a course in foreign travel.

The English department will be in charge of Prof. Frank A. Lombard, author of several books, and formerly at the Imperial University of Japan. Miss Audrey C. Winter will be dean and head of the department of expression. The school, an athletic field and swimming pool will be provided.

**ELECTRICITY ON FARM
WILL BE DISCUSSED**
HARTFORD, Conn., Aug. 29 (Special).—The annual convention of the New England division of the National Electric Light Association will be held at the Hotel Griswold, 105 New London, Conn., from Sept. 12 to 15.

One of the subjects to be under discussion will be that of farm electrification. The discussion will be based on the results of the experiments now being made in many parts of New England. Two years ago electrical companies in Connecticut joined with those in other parts of New England in financing six experimental farms in New Hampshire, where the application of electricity to farm work might be studied. Although this project will run another year, much interesting data upon the work already completed is now available for reporting at the convention.

**STATE TO AID TOWNS
IN REMOVAL OF SNOW**
HARTFORD, Conn., Aug. 29 (Special).—John A. Macdonald, Connecticut state highway commissioner, has offered the towns of the State the use of his department's snow-removing equipment, an offer which has been accepted by several of the towns.

The commissioner says that for the past two years his department has had increasing requests for advice for the loan of equipment, engineering services and for oiling roads. The department, he says, never had the facilities to handle these requests until the present appointment of a special state aid supervisor, W. E. Hulse, whose job is to assist towns in planning roads.

World-Wide Extent of Masonry Shown in Membership Figures

New Compilation Gives United States Lodges
3,212,662 of 4,450,000 Total

UTICA, N. Y. (Special Correspondence).—Total membership of regular Masonic lodges in the world is approximately 4,450,000, according to a most elaborate compilation of statistics just prepared by the Grand Lodge of Masons of the State of New York.

English-speaking Masons number 4,150,000, while all others total but 300,000.

New York, England, Illinois and Pennsylvania, the four numerically strongest jurisdictions in the world, have aggregate membership of 1,134,594, which is more than one-fourth of all Masons of the world.

Twelve jurisdictions have a membership of over 100,000 each. They are, in order of numerical strength: New York, England, Illinois, Pennsylvania, Ohio, Michigan, Texas, Indiana, Massachusetts, California, Missouri and Ontario, Canada, with a total membership of 2,203,385, nearly one-half of the world's total.

3,212,662 in United States
The 51 jurisdictions in the United States have a total membership of 3,212,662, which is one of 65.66 per cent for the last year. There are 16,475 lodges in the United States. During the year every American Grand Lodge showed a gain except Kentucky, which recorded a loss of 4886.

Total membership for Canada's 1304 lodges is 190,119, a net increase of 2410, making North America's total membership 3,402,781.

Latin-American lodges number 612, with a membership of 61,477. 3,464,358.

Continental Europe has about 2000 lodges with 220,000 membership, while Australasia's 1727 lodges total 174,077 members.

Great Britain and Ireland have 5793 lodges with total membership of 473,000. England has 4195 lodges with 312,000 members; Scotland 935 lodges, 93,000 members.

New York leads all states in number of lodges with its 1062, and in membership, 329,295, which also

Canadian Grand Lodges, all of which showed an increase in membership during the year, with total increase of 2410, are:

Alberta 146 12,672
British Columbia 111 13,945
Canada 100 10,676
Manitoba 100 11,653
New Brunswick 43 5,949
Nova Scotia 10 1,414
Prince Edward Island 15 1,177
Quebec 179 11,152
Saskatchewan 139 12,091

Latin-American republics report the following lodges and membership:

Mexico 307 3,975
Panama 8 375
Cuba 168 12,372
Costa Rica 5 285
Chile 54 4,000
Ecuador 9 245
Guatemala 16 750
Colombia 10 1,800

Lodges not included in this list: 325 49,000

Australasian Grand Lodges are thus listed:

New South Wales 537 62,020
New Zealand 290 23,587
Queensland 281 22,000
South Australia 175 12,418
Tasmania 41 1,543
Victoria 285 42,900
Western Australia 108 8,520

Grand Lodges in Continental Europe are:

Austria 22 1,570
Finland 18 907
France 3 228
Germany 174 22,689
Romania 171 22,645
Sweden 10 1,800
Prussia 25 2,400
Zurich 209 2,215
Elmtracht 19 850
Hamburg 61 5,300
Saxony 42 2,217
Bruderkrone 7 1,843
Greece 34 2,000
Yugoslavia 10 1,400
Netherlands 114 7,300
Norway 16 8,952
Rumania 18 1,250
Turkey 21 2,000

The total of these Grand Lodges is 887, with membership of 99,155 in continental Europe, but the estimated total for these and other Grand Lodges not listed is 2000, with membership of about 220,000.

GAS PREFERRED IN TEXAS FIELD

Being Drilled in Preference
to Oil in the Laredo
District

LAREDO, Tex. (Special Correspondence).—Drilling for gas in preference to oil is being pursued by a number of operators in the Laredo District, which regards itself, since daily gas production has reached nearly 5,000,000 cubic feet per day, as the greatest gas-producing area in the world considering its area.

During the first week in August three gassers brought in added 120,000 cubic feet daily to the big volume, while other wells now drilling are expected to give it a further boost.

Production comes mainly from the Cole Field of Webb-Duval Counties, which has a daily output now of close to 3,000,000 cubic feet of gas daily in a stretch less than five miles long, and the Carolina-Texas Field of Webb County, with a still smaller area. Other big gassers of the Laredo District are located in Jim Hogg County, and a few in Zapata County.

As only 25 per cent of this great volume of gas can be transported from the producing area, or out of the county in which produced, in accordance with the Texas law on the subject, a still greater volume of gas must be secured to meet the demands being made on Laredo District gas.

The farther with the project this road, 10 miles of which was completed 15 years ago by donations of corporations interested in opening the territory around Moosehead Lake, will be 35 miles long. The last Legislature appropriated \$50,000 toward its completion and the Governor signed the bill.

The route will pass the state hatchery and the \$1,000,000 Brasas Dam, which is nearly completed, and will connect Jackson and Greenville by way of Rockwood.

The farther with the project predict that when completed it will equal the \$3,000,000 Kennebec Bridge at Bath in importance in developing eastern Maine.

BUILDING SHOWS GAIN
HARTFORD, Conn., Aug. 29 (Special).—Connecticut building permits for the month of July show a gain of \$1,800,000 over the same month in 1926, according to figures published by E. I. Taylor, secretary of the committee on industrial development of the New York, New Haven & Hartford Railroad. Hartford with a gain of more than \$700,000 over its total for July, 1926, topped the state in building activity for the month, while Danbury came second.

STORES OPEN SATURDAY
All of Boston's department and specialty stores will be open until 5 o'clock beginning next Saturday and will continue this schedule during the fall and winter months. It was reported today from the office of Daniel Bloomfield, manager of the Retail Trade Board of the Boston Chamber of Commerce.

leads the world. Nevada has 23 lodges, the smallest of any American Grand Lodge, and 2721 members, the smallest number listed.

American Distribution
The membership of United States Grand Lodges is distributed as follows:

State Lodges Membership
Alabama 579 54,538
Arizona 35 5,501
Arkansas 559 34,821
California 529 122,412
Colorado 32 2,176
Connecticut 120 44,181
Delaware 22 2,555
District of Columbia 41 28,982
Florida 249 27,298
Georgia 84 18,490
Idaho 78 10,008
Illinois 993 285,956
Indiana 555 128,215
Iowa 558 48,140
Kansas 447 80,174
Kentucky 186 47,186
Louisiana 289 34,905
Maine 206 43,485
Maryland 122 19,503
Massachusetts 319 127,760
Michigan 489 146,255
Minnesota 382 50,088
Mississippi 388 38,500
Missouri 662 112,512
Montana 32 2,176
Nebraska 289 40,937
Nevada 23 2,555
New Hampshire 80 15,088
New Jersey 255 86,230
New Mexico 12 1,800
New York 1,062 329,295
North Carolina 448 41,334
North Dakota 29 2,284
Ohio 668 194,481
Oklahoma 469 63,672
Oregon 126 18,989
Pennsylvania 541 207,343
Rhode Island 11 1,609
South Carolina 11 1,609
South Dakota 174 19,628
Tennessee 166 25,002
Texas 954 135,800
Utah 25 3,818
Vermont 13 1,843
Virginia 353 47,321
Washington 281 44,409
West Virginia 16 850
Wisconsin 305 56,987
Wyoming 108 8,520
Puerto Rico 49 4,827
Porto Rico 49 4,800

Canadian Grand Lodges, all of which showed an increase in membership during the year, with total increase of 2410, are:

Alberta 146 12,672
British Columbia 111 13,945
Canada 100 10,676
Manitoba 100 11,653
New Brunswick 43 5,949
Nova Scotia 10 1,414
Prince Edward Island 15 1,177
Quebec 179 11,152
Saskatchewan 139 12,091

Latin-American republics report the following lodges and membership:

Mexico 307 3,975
Panama 8 375
Cuba 168 12,372
Costa Rica 5 285
Chile 54 4,000
Ecuador 9 245
Guatemala 16 750
Colombia 10 1,800

Lodges not included in this list: 325 49,000

Australasian Grand Lodges are thus listed:

New South Wales 537

Interesting Features of News Gathered From Many Parts of the World

ITALY'S POLICY NOW TURNS ON MEDITERRANEAN

New Imperial Aspirations Said to Allow of Amicable Settlement

By SISLEY HUDDLESTON
Special from Monitor Bureau

PARIS—There is no more important subject for Europe than the relations of the powers in the Mediterranean. The Atlantic side is controlled by Spain and France, who are installed in Morocco, and by Britain in Gibraltar. France continues to exercise authority in Northern Africa by means of its special situation in Algeria and in Tunisia. Then comes Italy, with the Tripolitania and Cyrenaica, which together compose Libya. Britain extends some way over Egypt, and beyond the Suez Canal, in the Arabian lands, particularly in Palestine and Transjordan. The French have a mandate for Syria. The Italians in 1911 took the island of Rhodes with the Dodecanese islands of the Mediterranean sea, looks upon itself as the chief Mediterranean power, despite the fact that Britain is in a supreme position at the western entrance and on the eastern side, while France possesses the most important and fruitful parts of northern Africa and Asia Minor. Italy has developed great colonial ambitions, and Signor Mussolini loudly proclaims that his country wishes to reinforce its prestige between the Straits of Gibraltar, the Suez Canal, and the Gulf of Aden.

Anglo-Italian Understanding
It is precisely this development of Italian ambitions which has brought to the fore again the problem of the Mediterranean. Between Britain and Italy there is a fair understanding, and it is chiefly in respect of the Mediterranean that there are indications of understanding, which should not, however, prove to be serious, and should be removed by negotiation. Italy desires to play a greater part in Tangiers, the international town of Morocco. In Tunisia, Italy points out that the French Protectorate is, in reality, mainly colonized by Italians. At the other extremity of the Red Sea, where Italy has a footing in Somaliland and Eritrea, Italy has definite aspirations. Elsewhere, the views of Italy are more nebulous, but in general it may be said that the Peninsula is far from satisfied with its present position.

It is no wonder that the attention of the whole world has been directed to the new policy that Italy has foreshadowed—a policy that may roughly be called that of greater Mediterranean control. At bottom, this policy was the cause of the final absence of France and Italy from the Geneva Naval Conference. France and Italy are friendly rivals in the Mediterranean, and France could not consent to be placed on the same basis as Italy in respect of lighter craft. Whereas Italy's naval preoccupations are principally Mediterranean, France has far-flung colonies in the distant seas of the world.

Italy's Mare Nostrum
Our sea—Mare Nostrum—say the Italians, when speaking of the Mediterranean; and indeed it looks at the map one will see that Italy resembles a huge jetty extending into the Mediterranean. In various speeches, and particularly in his triumphal voyage in Libya, Mussolini intimated the Italian resolve to realize some of its plans for expansion. Since then the Albanian incidents have underlined the same idea. Albania, at the southern extremity of the Adriatic, a little country situated between Greece and Yugoslavia, and almost forming an enclave in Yugoslavia, with a frontage on the Mediterranean, has to some extent become, though nominally independent, a protectorate of Italy; and Yugoslavia is naturally resentful that Italy should thus assert a predominance on the southeastern shores of the Adriatic. Hence the disputes which have manifested themselves in specific episodes, and which, after the episodes have ended, will persist and must, it would seem, sooner or later be brought before the League of Nations.

Before the World War, Italy's possessions in Africa comprised 2,000,000 square kilometers, with 2,250,000 inhabitants. This is very little in comparison with the colonial territories of Great Britain, France, and Holland. The Dodecanese were only to have been occupied temporarily. Somaliland presented an equatorial character. Eritrea offered an outlet from Ethiopia (Abyssinia) where Italian experiences have been unfortunate, but through which Italy planned to build a railroad which would have been at right angles with the French railroad from Addis Ababa to Djibouti.

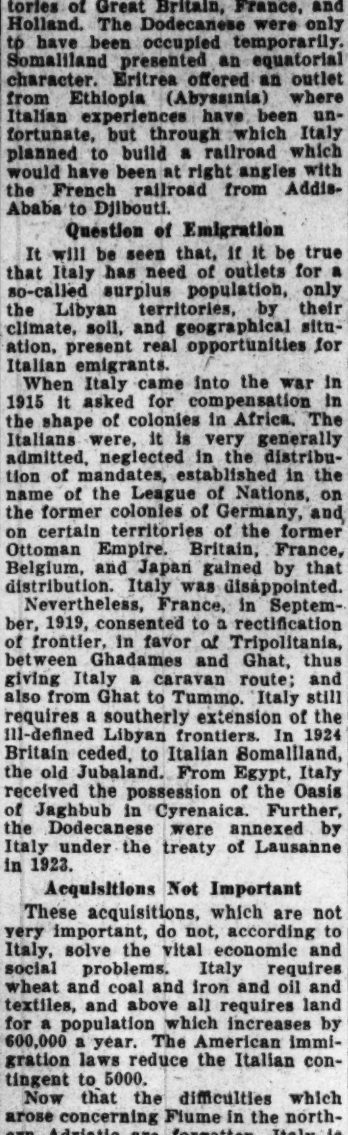
Question of Emigration
When Italy came into the war in 1915 it asked for compensation in the shape of colonies in Africa. The Italians were, it is very generally admitted, neglected in the distribution of mandates, established in the name of the League of Nations, on the former colonies of Germany, and on certain territories of the former Ottoman Empire. Britain, France, Belgium, and Japan gained by that distribution. Italy was disappointed. Nevertheless, France, in September, 1919, consented to a rectification of frontier in favor of Tripolitania, between Ghadames and Ghat, thus giving Italy a caravan route; and also from Ghat to Tunisia. Italy requires a southern extension of the ill-defined Libyan frontiers. In 1924 Britain ceded to Italian Somaliland, the old Jubaland. From Egypt, Italy received the possession of the Oasis of Jaghub in Cyrenaica. Further, the Dodecanese were annexed by Italy under the treaty of Lausanne in 1923.

Acquisitions Not Important
These acquisitions, which are not very important, do not, according to Italy, solve the vital economic and social problems. Italy requires wheat and coal and iron and oil and textiles, and above all requires land for a population which increases by 600,000 a year. The American immigration laws reduce the Italian contingent to 5000.

Now that the difficulties which arose concerning Fiume in the northern Adriatic are forgotten, Italy is seriously asking how its aspirations can be fulfilled. There are suggestions for a revision of the Franco-British convention of delimitation regarding the frontiers of Libya and French Equatorial Africa. Italy dreams of an Italian block which would join Somaliland to Eritrea, and this would necessitate concessions on the part of France and Britain. Doubtless much more cotton, sugar, and potash could thus be obtained. By accords with Russia, Italy might obtain Ukrainian wheat, and coal and iron from the Don. The naval base at Lerax (Dodecanese) would protect the route by which would come those commodities, besides the patrol of the Caucasus. In Albania, too, it is hoped to find fresh oil sources.

There is no reason whatever why Italy should not, if it keeps its ambitions within bounds, obtain something of these desiderata, by means of negotiations which would doubtless be delicate, but should assuredly be peaceful. In any case, Italy does not despair of concluding, in the not distant future, a Mediterranean pact which will give satisfaction all around.

House Beautiful, Then and Now



Upper Picture Shows Houghton House As It Would Appear to Bunyan When He Wrote His Pilgrim's Progress in Bedford Prison, Three Miles Away. Below is Seen All That Remains of the Once Majestic Royal Residence.

JOHN BUNYAN'S HOUSE BEAUTIFUL TO BECOME A PUBLIC MONUMENT

Ruins of Houghton House, Traditionally Known as Prototype of Famous Building in "Pilgrim's Progress," to Be Preserved From Vandal and Weather

Special from Monitor Bureau
LONDON—Funds are being raised by the Arts Club, Warwick Avenue, Bedford, for the preservation of Houghton House, Amphil, Bedfordshire, the traditional "House Beautiful" of John Bunyan's "Pilgrim's Progress."

Bunyan made Christian "lift up his eyes and behold there was a very stately palace before him, the name of which was Beautiful." He wrote from the prison in Bedford, into which the Cavaliers had thrown him after the Restoration of Charles II. A mile from his cell was the village of Elstow where as a boy, before enlisting in Fairfax's army, he had helped his father, Thomas, in his calling as a tinker. Two miles beyond this was Houghton House, built by John Thorpe and Inigo Jones for Mary, Countess Pembroke, sister of James I, in 1615. Bunyan's boyish rambles must often have taken him past its stately portals, and tradition says it was the place he thought of when he depicted Christian as resting in luxury after his hardships, in a large upper chamber, whose window was toward the sunning. Bunyan did not describe it exactly, but its situation on a hill and its allegorical beauty accord well with the story.

For over a century and a quarter, the remains of this once magnificent mansion have been exposed to the weather and to the hand of the vandal, but such is the nature of the construction and so massive is the brickwork that a goodly portion of the fabric still exists.

According to Albert E. Richardson, professor of architecture, London University, to whom the Monitor is indebted for expert particulars regarding the building: "When the house passed to the Earl of Aylesbury, in 1675, various minor alterations were made, such as the insertion of a secondary main staircase. In the year 1766, Sir William Chambers was called upon to repair the house and to alter the interior apartments in the west wing for the Marquess of Tavistock."

"Afterward it was the residence of Lord Osborn. In 1794 Francis, the fifth Duke of Bedford, decided to break up the house and render it a ruin. Many of the fireplaces and other features were distributed locally, the Swan Inn at Bedford, which Henry Holland was building, and the stables and garden features were taken away."

The place is now in ruins. Its walls and fine loggias remain, however, and the Bedford Arts Club has taken them through its fund to protect them from further vandalism. It is proposed that the house should become a public monument under the charge of the neighboring town of Amphil.

Menel
Late Outter and Fitter with Bradleys and Revells.
Ladies' Tailor
Habit Maker
and Furrier
Phone Park 1671
61 Westbourne Grove, Bayswater, London, W. 2, England

STOCKHOLM-AMERICA TELEPHONE IN VIEW
STOCKHOLM (Special Correspondence)—The General Post Office in London has informed the Swedish Telegraph Association that Sweden, on certain conditions, may arrange telephonic connection with the United States, via Swedish-English wires and the existing transatlantic radio-telephone service between England and the United States. Accordingly, an engineer of telegraphs has been sent from Stockholm to England to study the radio-telephone arrangements. The permanent regular Swedish telephone connection with France and Great Britain which has just been effected, is the longest in Europe. In this connection now being extended to reach the United States, it will be the longest in the world.

Mr. Hallgren, director of the Swedish Telegraph Bureau, considers this project technically very complicated, although possible of being put into practical use. In any case, it cannot be ready until the autumn, when the new cable to Germany will be completed. England is much interested in this extension of the Swedish service because the resulting increased usage is expected to decrease the present high cost of each conversation with America.

RUSSIA TO BEGIN NEWER METHODS OF RAISING GRAIN

Antiquated Three-Field System to Give Place to More Productive System

MOSCOW (Special Correspondence)—The abandonment of the "three-field system" of farming throughout the entire administrative district of Volokolamsk is a first step toward the "westernization" of Russian agriculture. The "three-field system," which hitherto reigned everywhere in Russia's wheat belts, is thus used by the peasantry of England down to the thirteenth century. It is a primitive, wasteful system of crop rotation by which two-thirds of the arable land is sown and one-third left fallow.

Now Volokolamsk adopts modern rotation methods, which will, it is calculated, increase the average annual crop by about one-third. This is only a beginning. The Soviet Government has pledged itself to introduce western methods throughout all the vast grain areas.

Russia already produces an annual 2,000,000,000 bushels of wheat. If that can be increased by one-third, it means not only a revolution in Russian economics, but also something approaching a revolution in the world's bread supplies. Meanwhile, this year's harvest, which has already begun in the south, is expected to be above the average—as plentiful as last year's, and better in quality.

OSLO TO BERLIN AIR BUS STARTS

Passage Saves 18 Hours, and Joins Norway to Continental Routes

OSLO (Special Correspondence)—The German Luft Hansa air route to and from Norway has become an accomplished fact. Each morning at 7:35 the gray Dornier Wal air bus lifts its wings for a nine hours' flight to Berlin, with short stops at Gothenburg, Copenhagen and Stettin. At this last station the hydroplane is changed for a land plane. At each afternoon at about 5:30 another plane rises to land gracefully on the water near Græsholmen, a small island in the Oslo fjord reserved as an air station, and brings passengers from Berlin 18 hours earlier than they could have come here by rail or water.

The Luft Hansa is trying this route as an experiment. Its representative in Norway is the Norske Luftfart A. S., headed by Captain Meistrup. The Norwegian company has got a concession for two to three months, and hopes that at the expiration of this time the authorities will have recognized the importance to Norway of her connection with the continent by air. The air bus takes five passengers only on the Oslo-Berlin route. Later on it may be replaced by larger machines capable of taking more passengers.

The distance from Oslo to Gothenburg is covered in 2½ hours; to Copenhagen in 4½ hours; and to Stettin in 6½ hours. From Berlin nearly all the capitals of Europe can be reached by air. This route marks the first linking up of Norway to the great European air routes.

FORCED LABOR FOR PROFIT CONDEMNED

Labor Office at Geneva Urged to Oppose Exploiting of African Natives

Special from Monitor Bureau
LONDON—That the system of compulsory or forced labor for private profit is "bad in principle and should be abolished" is the view set forth in a joint memorial to the International Labor Office at Geneva which has been forwarded by the League of Nations Union and the Anti-Slavery and Aborigines Society. The memorial urges the Labor Office Commission, now considering this subject, to adopt the view that such forced labor, being "anonymous with slavery" should be totally prohibited, and that government machinery for the recruitment of labor for private enterprise should be held objectionable.

If a central government in Africa finds it necessary to call out the natives for forced labor on the roads, for government buildings or for portage, it should take care to observe that:

Limitations Proposed
(1) The labor was not called out at harvest time nor upon occasions when exceptional domestic demands were made for hunting, community fishing and so forth.
(2) It was never called out for service which involved the breaking of family life, and therefore was only employed at a reasonable distance from home.
(3) Where a chief requisitioned labor for his own land or cattle, he did so in virtue of his public position and his obligations.

"Such forced labor called out by chiefs or other local authorities for local purposes is not invariably paid, though we believe the practice of paying for it is increasing. In our view, the central government should

introduce and enforce a system of payment at the earliest possible date."

Should Be Exceptional
Forced labor, the memorial continues, should be regarded as exceptional, wages should be provided at the market rate, in no circumstances should women and children be called out for public works, periodic returns to home at short intervals should be arranged, portage should be rigidly controlled as to weight of load, distance and wages (which should always be paid direct to the porter). Women and children should not be employed as porters.

The memorialists hope that a new convention on forced labor will shortly be enacted to "secure the progressive suppression of forced labor, so as to insure its abolition at the earliest possible date. We hold strongly that the continuance of forced labor in any form is bound to create discontent and is inimical to progress, while free and paid labor is found to create a demand for the benefits of civilization."

BRISBANE TO EXTEND INSPECTION OF MILK

BRISBANE, Queensl. (Special Correspondence)—According to the report of the medical officer of health, the Brisbane City Council is to be the sole milk authority for the Greater Brisbane area of 385 square miles, and the Queensland Government is to be asked to withdraw its officers in order to give the council a clear field.

The scheme will apply to all dairies—including live stock, personnel, buildings, and utensils—milk or cream produced or sold in Brisbane, shops at which milk is received for sale or delivery, and depots at which milk is received for storage.

MOTOR CARS

All makes of Cars supplied for cash and on deferred terms, and guaranteed repurchase. Cars for Hire. TOURS ARRANGED

ELPHINSTONE & CO.
118 Piccadilly, London, W. 1, Eng.
Granville 2123

ART SERVICE

POSTERS, SHOWCARDS, LINE DRAWINGS, BOOKLETS, etc.
V. L. DANVERS
3 Southampton Row, London, W. C. 1
ENGLAND Chancery 4485

WOODCUTS

in Colour
By HALL THORPE
Marigolds. Price 41/116

A group of these gay pictures will bring colour into your home. They are all signed proofs, printed from wood blocks, hand engraved by the artist. Order through your nearest picture shop or send 1/- stamps for illustrated catalogue. Prices from 10/6d. to 41/116.

THE HALL THORPE GALLERY
32 Sussex Place, South Kensington
London, S. W. 7, England

JAEGER

(Pure Wool)
These are the addresses which can give you information. There is no town of any importance where 'Jaeger' cannot be obtained.

ENGLAND
LONDON: 352-54, Oxford Street, W. 1
16, Old Bond Street, W. 1
101, Kensington High St., W. 8
456, Strand, W. C. 2
26, Sloane Street, S. W. 1
131a, Victoria Street, S. W. 1
81-86, Chesham Street, S. W. 1
BATH: 10, New Bond Street
BRIGHTON: 19, East Street
EASTBOURNE: 6, Grove Road
LEEDS: 23, Commercial Street
LIVERPOOL: 64, Bold Street
4, Castle Street
MANCHESTER: 10, King Street
NEWCASTLE-ON-TYNE: 6, Northumberland Street
PLYMOUTH: 117, Tavistock Rd.
SCARBOROUGH: 6, Royal Hotel Shops

SCOTLAND
EDINBURGH: 119a, Princes St.
GLASGOW: 16, Buchanan Street
NTH. BERWICK: 23, Station Rd.

UNITED STATES
NEW YORK: 390, Fifth Avenue
BOSTON: 402, Boylston Street
CHICAGO: 222 No. Michigan Avenue
PHILADELPHIA: 1701, Chestnut Street
SAN FRANCISCO: 218, Post St.

CANADA
MONTREAL: 326, St. Catherine Street West
TORONTO: 84, Yonge Street
and 14, Bloor Street East
VANCOUVER: 648, Granville St.

AUSTRALIA
MELBOURNE: 234-36, Flinders Lane
SYDNEY: 38/44, York Street

NEW ZEALAND
WELLINGTON: 33, Lower Cuba Street

SOUTH AFRICA
CAPETOWN: 159, Longmarket Street

SOUTH AMERICA
BUENOS AIRES: Avenida de Mayo 1033

WEST INDIES
BARBADOS: Bridgetown

EGYPT
ALEXANDRIA: 11, Bombay Card Street

SMART COUNTRY COAT in Chamberland hosiery, cut with pleats and straps at sides, trimmed with material the reverse way, lined with crepe de chine and finished with collar of shaded Tussan Opium fur. In a good range of colours. PRICE 13½ Gns.

Marshall & Snelgrove

NEW FUR TRIMMED COATS

Adapted from Models that have been designed for the coming Autumn season, and made from materials that we can guarantee to give satisfaction in wear.

TRAVELLING COAT in soft checked tweed, cut one ample line with new raglan sleeves, lined throughout and finished with collar of soft fur to tone. In a large range of colours. PRICE 7½ Gns.

ATTRACTIVE COAT in fine self checked velvety cloth, cut with navy pockets and pleats at sides, lined throughout silk, and finished with long roll collar of soft fur to tone. In black and a good range of colours. PRICE 6½ Gns.

Brand & Co. Ltd., London, S. W. 8, ENGLAND
Makers of Essence of Beef and Essence of Chicken
Obtainable from CHARLES & CO. 314a Essex and Vanderhill Avenue Opposite Grand Central Terminal NEW YORK CITY

BRANDS' A-1 SAUCE

FLAVOURING
Liberal use of a good sauce during daily cooking will discover the hidden flavours of every dish.

Brand & Co. Ltd., London, S. W. 8, ENGLAND
Makers of Essence of Beef and Essence of Chicken
Obtainable from CHARLES & CO. 314a Essex and Vanderhill Avenue Opposite Grand Central Terminal NEW YORK CITY

ROWE

OF BOND STREET
Delightful bedroom wear is offered in our little children's departments, adding a special charm to those precious and most intimate moments, treasured by all who have babies in their care. You are invited to inspect our stock.

ZH/451—SLEEPING SUITS for boys or girls of 2 to 9 years; in all wool flannel. Pink/White, Mauve/White, or Blue/White stripes. Two-year size 19½, rising 1½ per size.

ZH/459—DRESSING GOWN for children of 1 to 6 years. Applique decorations on fine flannel, bound satin ribbon, lined Jap silk. In Rose, Blue, Fawn, or Sky. 1-year size, 85/6, rising 2½ per size.

WM. ROWE & CO. LTD., 106 New Bond St., London, W. Eng.

POTTERY

Interesting and Unusual Made by Dora Lunn
The Pottery
250 King Street
Barnes, Middlesex, W. 8
England

FURS

Bryan Rotherham
15 Gerrard St., London, W. 1, Eng.
Remodelling & Renovations

CARPETS and RUGS

W. MEYER (Phone City 7943)
40 Newgate St., London, E. 1, England
ALL MAKES
BRITISH and ORIENTAL
Expert Service Moderate Prices
PERSIAN RUGS
10 to 5 daily except Saturdays.

A New Department

Is now opened for the sale of Discontinued Lines of Ladies' Shoes
Prices from 30/-

Some of these shoes were formerly sold at 57/6. This gives an opportunity to many who would like to obtain foot comfort in stylish shoes at a moderate price.

Charles H. Baber
201-2 Regent Street, London, W. 1
England, just by Queen's Hall
Langham 3516
CHARLES H. BABER LTD.

HYCOLITE LIQUID WALLPAPER

DOES NOT SPLASH
Wallpaper in a Pot!
BRITISH PATENTS
BRITISH MADE

None of the mess and trouble of ordinary wallpapering! None of the mixing and quick drying. Give your walls a new and delightful coat of actual paper—simply by using Hycolite Liquid Wallpaper. You can paper a room at the cost of a tin of paint. One 7 lb. tin is sufficient to paper one small room. Needs no preparation whatever. It does not splash and cannot rub off. Can be applied on to any surface and dries in a few hours as a film of smooth, warm and glossy paper that won't rub off and will resist heat and damp. Hycolite costs only one-third of the cost of wallpaper.

Send 6d. or 12 cents for actual sample which covers about 5 square feet.

5/10 per 7 lb. tin
or 2 dollars, post and duty free in U. S.
Sufficient to paper a small room. Only one coat is necessary.
(U. S. covers approximately 60 sq. ft.)
Hycolite is entirely British made. Give it a trial straightaway.

THE HYCOLITE MFG. CO., 36-38 Victoria Street
London, S. W. 1, England
G. H. HEYL, Proprietor

THE CHILDREN'S PAGE

Sonny Finds a Brother

By NANCY BUSKETT

PART II

AT THE Children's Home was a little boy just about Sonny's size. His name was William, but everybody called him Billy. He had been there only a year.

It had seemed a long year to Billy, but there had been many bright places in it. One real shining spot was that he could draw all the pictures he wanted to with his colored pencils.

Another bright spot, or many spots, was when he visited the Head Matron in her own homelike private apartment. Billy loved the Head Matron because she allowed him to help sort the children's stockings she was to darn, and sometimes she had candy, too. She let Billy bring his artist's pad and his pencils, and watched him draw pictures of her, and of her cat, Bob.

"You'll be an artist some day, Billy Boy," she would say.

Saturday Comes

Billy had seen many boys leave the Home with new parents, going to real homes and brothers and sisters. "Some day I'll get adopted," he told the matron.

"I'll keep my eyes open for you, Billy, if ever a real artist comes looking for a boy. Then if you don't go forward and ask him if he wouldn't like you for his little boy, I'll be your own fault."

Billy smiled. "I won't have to do that. I expect he'll find me first."

So, when Sonny's mother telephoned the matron, and asked him if he would pick Billy out themselves.

"That's good," said the Head Matron. "Come Saturday." But she didn't say anything about Billy. She wanted very much to see if they would pick Billy out themselves.

Saturday morning was bright and sunny. It had rained very early while Sonny was asleep in his little room, and Billy asleep in a long row of beds. All the raindrops on the bushes and grass, on the telephone wires and hanging from the porch roof were glistening with as many colors as the rainbow has.

Sonny sang happily as he dressed, talking and whistling to a small bird on his window sill and looking to see if he had one like it on his wall border.

At the Children's Home things were the same as usual. The rising bell rang just as sharply, the children dressed just as quickly and marched into the long dining-room just as promptly for their breakfast. Only the Matron was busier than usual. She was here, there and everywhere, seeing that the reception

room and the playroom looked neat and orderly.

At last the door bell rang. The Matron smoothed her hair and her apron. The children stopped playing to watch the visitors as they came in.

Billy sat before his little blackboard, with an artist's pad of white paper propped on it, interested in drawing pictures. Then the Matron opened the playroom door and there stood Daddy, Mother and Sonny. Sonny stood first on one foot, then on the other, not knowing what to do. He couldn't see anyone who seemed like a brother.

"Hello, boys and girls, said his father. Then he patted red, black, brown and light heads, saying nice things to them, and making them feel he was partly their daddy, whether he took one of them or not. "Some day," he laughed, "I'm going to treat myself to a picnic with every child in this house."

Mother was saying to the Matron: "However can we pick one? I wish we could adopt them all."

Sonny Finds Billy

A baby breeze came skipping through the window. It skipped right over to Billy's drawing, and blew it across the room to Sonny's feet. Sonny grabbed it up quickly and ran to Billy.

"Do you make these?" he asked eagerly. "Do you?" He held up the picture of a boy flying a kite.

"Why, yes," nodded Billy.

"Do you—do you know—" Sonny couldn't say it fast enough. "Do you know I made a book this week that'd be dandy to paste these in?"

Before Billy could answer Sonny had Daddy and Mother each by a hand, leading them to the blackboard. All the way across saying, "It's him. It's the other boy! He's just my size! I've found him! He makes pictures!"

Sonny's arms were around Billy's neck, while Daddy, Mother and the Matron talked things over. The result was that the Matron packed Billy's clothes in a suitcase. Daddy carried the suitcase and Billy's blackboard to the car. Mother followed with a pile of Billy's drawings, and Sonny brought up the rear with his little book.

At the front door Billy turned to the Matron and smiled. "They did find me, didn't they? But I'll come back to see you."

"We'll both come," said Sonny. And Sonny and his new brother Billy, waved good-bay to the smiling Matron and ran to catch up with Mother and Daddy.

[THE END]



Drawing by Bertie Hader

The Puzzling Curly Twins

Written for The Christian Science Monitor

Now have you seen the curly twins. Can you guess who is who? They are indeed a puzzling pair. You can't tell Anne from Sue. And they each have a curly dog. As curly as can be.

They, too, are such a puzzling pair. You can't tell Wow from Wee.

But if you'll listen, and come close, I shall give you a clue:

Dog Wow belongs to curly Anne, Dog Wee to curly Sue.

And Wee prefers to lie a-bed, And Wow to breakfast early.

Now, can you tell which one is Anne, Or Sue, Wow, Wee, so curly?

Rose Saffron.

The Boy Who Is a King

WHO is the most precious child in the world? I'm sure that you'll answer without a moment's hesitation that it's your own little brother or sister. And that is surely the correct answer. So I'll put the question in a little different form: Which is the most carefully trained and the most ardently watched boy in the world?

Perhaps it's little Michael, the boy King of Rumania. He has 17,000,000 subjects and rules over one of the larger countries in Europe—only seven other lands in Europe are more extensive than his. He has already appeared before the very im-

portant political party vigorously supports him and one small party vehemently says that he has no right to be king. But the little boy with the tousled hair, playing his games, learning his lessons, riding his horse and paddling in the water, knows nothing of what this means.

He has city and country palaces, winter and summer mansions, special trains, horses and automobiles; he is served by many attendants and guarded by the best soldiers in the land. He has teachers and companions and counselors and everything else in the world which might help him to become a more efficient man. And all this because little Michael has a supremely important task before him—namely to create a happier future for other boys and girls in his land.

Most of the children in Rumania live far differently from their King. Their fathers or grandfathers were subject to governments not their own. Everything in the country was backward. The villagers who comprise 85 per cent of the people, until a decade ago, were largely without lands and altogether without political rights. Most of them could not read and write. They lived in tiny houses, worked hard, knew nothing of the joys of the great happy world and many of them had nothing much to eat except corn meal.

Then came liberation and everything began to change. Schools are springing up by the hundreds. The peasants have land and political rights, industry is advancing, wealth is increasing, and the Rumanian boys see happy days ahead.

The land has fields like those of Iowa, mountains almost as imposing as the Rockies, rivers, a sea, abundance of minerals and a black soil that in places is exceedingly fertile. And, like the King, everything is young and full of hope. Everyone feels that there is no limit to the good fortune that might come to Rumania.

So happily, solemnly, proudly the Rumanians enter the new era with their boy King. There is everything to be done. But everybody to do it. And we all should hope that King Michael, who now plays in the water, soils his suit, laughs, asks for sweets and doesn't want to go to bed like any other little boy, will bring prosperity, enlightenment and power to the "Great Rumania" which his grandfather left for him, and over which he will rule himself when he comes of age.

Mixed Parade

Written for The Christian Science Monitor

The animals and birds once strayed Along our street in mixed parade. They marched by twos. The pairs Were not by kind; they paired by rhyme.

First came a Bat beside a Cat, Then came a Sheep with Chickie-Feep.

They all were walking fast. Along with Hen came tiny Wren. A Cockatoo and Kangaroo Looked funny as they passed.

A hopping Flea and bumble Bee, A jumping Frog and shepherd Dog, All added to our glee.

A big Muskrat was paired with Fox; Beside the Crow was Buffalo— A strange parade to see.

Lightning Bug and Boston Pug, A long slim Snake and wabby Drake Were coming on, we spied. Slow, old Dobbin marched with Stubborn Donkey walked by Monkey— We laughed until we cried.

Florence Piper Tuttle

Patches Goes to the Rescue

DOWN behind the barn was a pond which everyone called the Duck Pond, but there were no ducks there. Douglas and Wilfred and Marilyn had lots of fun playing on the shores of the pond, which really wasn't very deep.

They made a raft out of an old door and some planks which the man who owned the place next to theirs said they could have. After the raft was finished they took turns pulling it around the pond.

Douglas's dog also liked to ride on the raft. The dog was a young setter named Patches, because his beautiful white coat had five jet black spots on it. One was over his right eye and gave him a very saucy look.

One morning when the three children reached the pond they found the rope broken and the raft floating in the middle of the pond.

"What shall we do?" cried Wilfred. "We can't possibly wade out there; it's much too deep."

"If we could get a long stick maybe we could reach it," suggested Marilyn.

"Silly!" exclaimed Douglas, "why it's ever so far from shore on all sides. It's right in the middle of the pond."

The Dog Swims for Sticks

Patches jumped about them coaxing them to throw sticks into the pond so that he could bring them out.

"Down, sir!" commanded Douglas. "Well, I guess this day's spoiled. I'll bet those Jones' boys did this."

"It wasn't tied very firm," said Marilyn, feeling the Jones' boys were not to blame.

"It was an old rope," put in Wilfred. "I don't believe the Joneses did it. We gave them some rides the other day and they were pretty pleased."

"Well, how will we get it?" questioned Douglas, absently tossing a stick into the water.

Patches rushed into the pond and soon came swimming to shore with the stick in his mouth.

"Good boy!" praised Douglas, and threw it again. It landed on the edge of the raft.

He Pushes the Raft a Bit

In plunged Patches and soon was at the raft. In order to get the stick he had to put his forepaws on the edge of the raft. As he did so, it moved a wee bit nearer the shore.

"Good boy! Good boy!" cried the three children, all thinking of the same thing at once. "Push it in, Patches! Good boy! Bring it here!"

The dog hesitated uncertainly, looking at the trio with questioning brown eyes, his paws still on the edge of the raft and the stick in his mouth.

At the Seashore With Fred

"Little drops of water, little grains of sand, Make the mighty ocean and the pleasant land."

BILLY JAKE and Betty Jane had never seen the ocean before and now with their dear friend, Fred, they stood gazing out over the restless waters to where the waves chased one another and rose so high that when they broke they looked like puffs of smoke. The children—Betty Jane in a red bathing suit and Billy Jake in a blue one—looked and looked.

"Where is the other bank?" asked Betty Jane at last.

"The other bank!" laughed Fred. "Why, Betty Jane, to reach the other bank you would have to get in a ship and sail away and away for days and days, for the waters of this ocean cover more space than all the land in the world."

"Whoopie!" shouted Billy Jake. "I wish I could ride in a ship and sail across the ocean. Then I could see the fishes and the whales and all the things that live under the water."

"In a ship you might see a few of them, Billy Jake, but really to see the things under the water, you would have to go in a boat with a glass bottom, or a submarine. Then you could see the mountains and the—"

Mountains in the Ocean

"Mountains!" exclaimed Billy Jake, his eyes round with astonishment.

"Why, why, I didn't know there were mountains in the ocean!"

"Oh, yes," said Fred, "the floor of the sea is just like the land. It has mountains and valleys and all kinds of plants. Some of the plants are not fastened in the ground, and when many of these are together, it is like a great floating meadow."

"Do you suppose there are any boats with glass bottoms around here?" asked Betty Jane eagerly.

"Not that I know of," said Fred, smiling down at her.

Billy Jake tugged at his hand. "Go on and tell some more," he begged.

"Well," continued Fred, "in among these green plants are little fishes, some a bright golden color and others blue and green. And there is one little fish that spends its whole time building a nest like a bird's in the tangled weeds."

"I wish I could see that little fish," said Betty Jane.

"Never mind," Fred told her, "for there is one thing we do not need a ship to find."

"What is it?" cried Betty Jane, looking all around.

"Shells," said Fred, "beautiful shells which the waves have washed up."

Instantly Betty Jane and Billy Jake began to hunt. "I see one," cried Betty Jane, and away she went toward the water. Just as she

stooped for the pretty thing an incoming wave broke over her ankles.

"It's after me! It's after me!" she squealed and, laughing, dashed back to her friend.

"I know," shouted Billy Jake. "It's playing tag. See, it's running away now," and at once he started to chase it.

"Catch it, Billy Jake! Catch it!" shrieked Betty Jane as she danced up and down.

Piling Up the Sand

But it wasn't long until Billy Jake had turned and was scurrying back with the waves close behind him.

Out of the water's reach, Betty Jane and Billy Jake rolled upon the beach and laughed and laughed. Then they began piling sand over their legs. They piled and they piled and when only their toes stuck out, Betty Jane lay back and sighed contentedly. "Isn't the ocean fun!" she said.

But Billy Jake did not answer. He had just uncovered a shell and when he held it to the light, he found that it was a lovely rose color.

"Put it to your ear, Billy Jake," Fred told him, "and you will hear a roaring noise."

"Why, it sounds just like the ocean!" cried Billy Jake.

"Oh, let me listen," begged Betty Jane.

Billy Jake handed it to her. "What makes shells?" he asked.

"Little soft-bodied animals like the oyster," explained Fred. "It is their home just as the cocoon is the winter home of the caterpillar."

Immediately Betty Jane put the shell to her eye and peered within. "Is there one in there now?" she asked excitedly.

"No," smiled Fred. "For when the waves have washed the shells upon the sand, the animals do not live in them any more. There are some shells," he went on, "that one can blow upon and make a sound like a bugle."

Betty Jane tried to blow upon her shell. "Uh! Uh!" she cried through puckered lips. "It's all salty!"

"That is from the water," said Fred. "The sea water is always salty."

Billy Jake's eyes opened wide. "Did some one spill salt in it?" he asked.

How the Pacific Ocean Was Named

"No, Billy Jake," Fred told him. "It has always been that way."

For a moment the children gazed at the water, then Betty Jane again began piling up the sand. "I'm going to make a castle," she announced.

"Mine'll be bigger," declared Billy Jake, and he, too, began piling up the sand.

"When your castles are finished, do you mean to live here by the Pacific?" asked Fred.

"Maybe," said Billy Jake. Then he paused. "What made them call it that funny name?" he asked.

"Do you mean, 'Pacific'?" said Fred. "Well, you see the word means 'peaceful.' A man named Magellan called it that when he crossed it nearly 400 years ago, because it was quieter than other oceans."

Betty Jane stopped to watch the waves rush wildly in toward the shore and then madly out again. "I guess it was stiller then," she concluded and returned to her play.

When the sun, like a ball of fire, rested upon the water, the castles were finished. Gathering up the rose and green-colored shells which they had uncovered in their building, the children followed Fred across the sand and up the bluff toward a cottage from which came the delicious odor of cooking food.

"Um-um," grunted Billy Jake, wriggling his small nose, and "Um-um," echoed Betty Jane. Then catching hands away they went as fast as their legs would carry them.

The Canary Pays a Call

The baby had fallen asleep over her playthings in the crib. The pet canary, Doux-doux (which is French for sweet and pronounced doo-doo), flew down onto the bed to look things over.

Twitter-twitter, tweet-tweet! Ah, the little girl's asleep! I will not wake her—

Dare I venture closer than those tiny feet? Twitter-twitter, tweet-tweet!

Doux-doux now tugs at the ribbon in the top of the crumb's bonnet. Then he hops over to a rag doll, lying near one chubby little hand.

Here's her dolly made of cloth: I guess I'll peck this button off And kiss his little painted cheek Twitter-twitter, tweet-tweet!

And then he flew back to his perch

The Kitten Caterpillar

Written for The Christian Science Monitor

The kitten caterpillar is very, very small. He humps himself across the wall And up the garden wall.

A frill of fuzzy whiskers He wears around his face; And though he's weeny teeny, He goes at quite a pace!

So if you keep on looking Some day it's likely that You'll see him sitting in the sun Just like a kitten cat!

Aileen Beaufort

Answer to Puzzle

Answer to puzzle published Aug. 8—Rainbow.

The MAIL BAG

Los Angeles, California

Dear Editor:

I love Snubs and Waddies. I am 14 and I have a kitty and his name is Timmy.

Gladya B.

Wichita, Kansas

Dear Editor:

This is the second time I have written to the Monitor. I like all of the Children's Page and the Young Folks' Page. I like the story called "From Two O'Clock Till Four."

I am 10 years old and would like to correspond with some one my own age. We have ten birds and one cat. I go to the Second Church of Christ, Scientist, in Wichita.

I love to paint the pictures on the Children's Page. I am making a book of Snubs and Waddies. I love the Monitor very much. Alpha C.

Dayton, Ohio

Dear Editor:

I am a little girl 9 years old. I am writing this letter on the typewriter. My daddy takes me to the Christian Science Sunday School. My aunt teaches and my mother goes to church.

I like to read about Snubs. I would like to write to a little girl about my age in Boston, Massachusetts.

Mary W.

Piedmont, California

Dear Editor:

I am saving stamps and I would like to correspond with somebody in any foreign country. I am 9 years old. When school opens I will be in the fifth grade.

My big sister, Virginia, has a cat. The cat's name is Muffy. He weighs more than 17 pounds. I enjoy all the stories in the Monitor, especially the serials and Milly-Molly-Mandy stories.

Janet V.

Portland, Oregon

Dear Editor:

I am nine years old and would like to correspond with some girl or boy in France about my age. I like Snubs and Waddies and all of the stories. I'm in the 5A in public school.

I have the piece for the piano "Rambling at Eve." We read about this place in Jean's Music Lessons and Mother bought it for me. I think it is pretty. We are soon going to Mount Hood.

Nancy A.

Grand Rapids, Michigan

Dear Editor:

I think the Monitor is very wonderful. Every time a Monitor comes I look for the Children's Page and the Sunset Stories and Snubs.

We have a dog which we named Fifi. I have an older brother who would like to correspond with some Christian Scientist boy anywhere in the world. He is 12. I would like to correspond with any girl that would like to write to me. I am 10 years old. If I may I would like to join the Mail Bag.

Barbara W.

Glenwood, New York

Dear Editor:

I do not take your paper but my cousin in Yonkers, New York, sends them to me. I like Snubs and Milly-Molly-Mandy the best. I am nine years old.

Margaret C.

Alkmaar, Holland

Dear Editor:

I like to read the Children's Page, Snubs and Waddies. I am visiting my aunt in Holland this summer.

My mother took a lot of Children's Pages and Young Folks' Pages. I like to read the Mail Bag. I read How Blotters Worked.

I have seen windmills. One part of Holland is low and another part is hilly, and has a lot of trees. I am eight years old.

Charles W.

Victoria, B. C., Canada

Dear Editor:

I would like to join the Mail Bag. I am 11 years old and in the seventh grade.

I should like to mention to you how we feed the little birds that come along. My mother soaks the bread in water and throws it out on a roof that is below us and the birds come along and eat it. Some of the birds bring their babies and feed them. When there is no bread, the little birds come and chirp away and make an awful noise.

I like the stories in the Monitor, especially "Two O'Clock Till Four," the Adventures of Waddies and the Dairy of Snubs Our Dog. Hazel M.

A Balloon That's Under Water

"SSSSST" hissed Lottie's pretty big red balloon and collapsed in her hand, no longer pretty but looking like a limp dark rag.

"Oh, dear," wailed Lottie, staring disconsolately at all that was left of her gay plaything. "Isn't there any kind of balloon that doesn't go all to pieces at the least little thing?"

"Well, I know of one kind," answered Daddy.

"Lottie's face brightened and she asked eagerly, 'Could you get me one of them to play with?'"

"Not one of the kind I'm talking about," said Daddy. "In the first place there aren't any for sale. And in the second place you wouldn't want to take one away from the owner. And in the third place these balloons are not intended for playthings. And you'd never in the world guess who makes them!"

Lottie forgot about her own shattered balloon in trying to guess who made these queer balloons that Daddy knew about. But she couldn't imagine who it was and said, "I give it up, Daddy! Do tell me who makes them and what they are like."

"Well," began Daddy, "these particular balloons are very small and they are made by a spider that lives in the water, usually a pool."

"Why, I never heard of such a thing as a spider living in the water," exclaimed Lottie. "I thought spiders lived out in the garden and made webs in the bushes and grass."

"Many of them do," said Daddy, "but this one I am telling you about is a water spider, and is one of the most remarkable little creatures you ever heard of. It needs air to breathe just as you do, and still its home is under water and it never likes to top and skims along the surface as easily as a seaplane."

"But where does it get its air to breathe when it stays down under the water?" asked Lottie.

"It takes the air right along with it, and the way it manages this is one of the most interesting things about it. The water spider has lots and lots of little hairs all over its body, and when it darts swiftly down into the water, little bubbles are formed all around it and it is the air in these bubbles that the spider breathes."

"But you started to tell me about its balloon," reminded Lottie.

"I was just coming to that," said Daddy. "It is the mother spider that makes this remarkable balloon. First she goes down under the water and spins and spins until she has made a little silk case with an opening at the bottom. Of course water gets in at the opening and this she must force out."

"So she darts up to the surface of the pool and makes a big bubble of air which she takes down to the nest she has just finished spinning. She pumps this air into the nest, then goes up to the surface and makes another bubble and does the same thing with it until she has put enough air in the nest to force the water out. When this is done the nest is ready for the eggs."

"And I'm sure the little silk balloon she has fashioned for them is as snug a home as any baby spider could wish for. She has the ability to make it so strong and secure that nothing can harm her babies. And that is why it doesn't go to pieces at the least little thing, as yours did."

"Well, I'm almost glad mine did pop this time," said Lottie. "Because if it hadn't, I might never have heard of the water spider's wonderful little silk balloon."

Guess Who?



thing as a spider living in the water,"

exclaimed Lottie. "I thought spiders lived out in the garden and made webs in the bushes and grass."

"Many of them do," said Daddy, "but this one I am telling you about is a water spider, and is one of the most remarkable little creatures you ever heard of. It needs air to breathe just as you do, and still its home is under water and it never likes to top and skims along the surface as easily as a seaplane."

"But where does it get its air to breathe when it stays down under the water?" asked Lottie.

"It takes the air right along with it, and the way it manages this is one of the most interesting things about it. The water spider has lots and lots of little hairs all over its body, and when it darts swiftly down into the water, little bubbles are formed all around it and it is the air in these bubbles that the spider breathes."

"But you started to tell me about its balloon," reminded Lottie.

"I was just coming to that," said Daddy. "It is the mother spider that makes this remarkable balloon. First she goes down under the water and spins and spins until she has made a little silk case with an opening at the bottom. Of course water gets in at the opening and this she must force out."

"So she darts up to the surface of the pool and makes a big bubble of air which she takes down to the nest she has just finished spinning. She pumps this air into the nest, then goes up to the surface and makes another bubble and does the same thing with it until she has put enough air in the nest to force the water out. When this is done the nest is ready for the eggs."

"And I'm sure the little silk balloon she has fashioned for them is as snug a home as any baby spider could wish for. She has the ability to make it so strong and secure that nothing can harm her babies. And that is why it doesn't go to pieces at the least little thing, as yours did."

"Well, I'm almost glad mine did pop this time," said Lottie. "Because if it hadn't, I might never have heard of the water spider's wonderful little silk balloon."

THE HOME FORUM

An Essay a Day—an Essayist's Advice

I BEGIN with a flute note in a minor key, but hope to end with a trumpet blast in G major. A friend of mine whose duty compels him to carry some of the world's burden of talk remarked recently that "the talk of the times would sully a monkey." And though not liking the point to his remark, I had to confess that there does seem to be an endless chatter, with a paucity of ideas, mainly about nothing. The once glorious art of conversation seems to be lost, for people now speak mostly in monosyllables and interjections. Perhaps the reason for the lapse is that we are always in a hurry, slaves of the clock. Though it is sobering thought that we have all the time there is; and we can never have any more despite all our saving of daylight!

I tried to tell my friend that his position and work over a number of years had made him susceptible to ungrammatical speech, sloppy diction, and the jargon of our class-conscious society.

"You have a sensitive ear," I told him. "The English language," he replied with seriousness and severity, "is a flexible instrument. It is a shade of meaning to suit all moods and manners; it is capable of expressing all our meanings with care to draw upon it with judicious intelligence. And what is more, the English language does not belong to professors in colleges and teachers in schools; it is the inheritance of the people, it has come to all of us, and none has the right to waste or degenerate its treasures of noble words."

When he left me I felt as if I had had a good talking to! It made me ask what could be done to elevate our common speech, and bring the charming intricacies and simplicities of our English language into conversation once again. So, greatly daring, I venture to make a suggestion. I feel sanguine enough about certain good results that will ripen on reading an essay a day.

For one thing I am sure it will enrich the intellect, inform it, supply it with knowledge. The intellect must be nourished in such a way as to make us love knowl-

edge for its own sake (our present educational methods have nearly strangled that Greek element in us.) There is an immensely larger reading public today than there was fifty years ago; but it would be safe to say that the majority of readers want writing that will make little demands upon the intellect, and only a tempered demand upon the conscience. Modern thinking needs nourishment. Just as the rain is carried in freshets and streams from the hills into the valley meadows, and the little rivers run in and out nourishing here and there the trees at their very roots, so an essay a day will carry its own rich deposits into the vital parts of the intellect, which is thereby developed. We possess a lot of facts, but we are weak at their linkage. It is not going too far to assert that love of reading among many mothers entirely the love of knowledge. Yet I find most folk like to think they are learning. Well, an essay a day will inform it, will nourish it, will develop the intellect.

It will also enhance the conversation. We have also forgotten how to be good listeners to each other. We are very like a certain notability who at dinner parties will tell us the chance to capture the conversation, and then to dominate it, monopolize it for the rest of the evening. Our courtesy has lost its bloom, our fund of humor is low; and more than that, we have lost the skill with which to make good conversation. We rush in where angels fear to tread; we come to the point with devastating directness. But conversation as an art is spiced with courtesy, humor, and above all diplomacy. Now I wonder where these three things may be learned in such a way as to pass into the hinterlands of thought better than in the reading of an essay a day? For I fancy that nobody of average intelligence could engage in this exercise of reading for long without becoming lucidly aware of certain things, chief of which is that an essay is constructed with as much care as a sonnet. The consciousness of form must at some time break in upon an essay reader's perception. And when it does it will be like that glorious moment, when one, after struggling in dense obscurity with another language, finds one's own, suddenly turns the corner and it is forever daylight. I cannot imagine an essay a day being read over a very long period without breaking into some such revelation. Good talkers are rare. But the average of conversation can be lifted, and should be. An essay a day will help.

Finally, it will elevate the diction. Now that is needed in conversation very badly. Hear a successful business man saying to a speaker friend, "Your opening peroration was superb!" How many perorations are there in a speech? Probably two or three hundred words in the English tongue are all that the average person draws upon in a discussion of any kind. But if we accompany with the essayist of the past and present a bit, everyday words will no longer be withered things. They will take on animation, insight, inevitability. They will become things to brush the dust off, to prune with a gardener's care, to polish with a lapidary's skill. They will climb all over us beseeching articulation and use. We shall have handfuls of them to choose from.

Now this is a plea against jargon, not for it! And the reader who intends to act upon the suggestion I have laid down might begin by reading the chapter in Sir Arthur Quiller-Couch's "Art of Writing," which deals with jargon. Sancho Panza said: "How excellent a thing is sleep; it wraps a man round like a cloak." A jargoner would have said: "Among the beneficial qualities of sleep, its capacity for withdrawing the human consciousness from the contemplation of immediate circumstances may perhaps be accounted not the least remarkable." That is delightful circumlocution—if one can still it! Sir William Robertson Nicol once hit off the difference between writing well and foolishly. A good piece of plain English is,

"If a body kiss a body, Need a body tell?"

It is told without superfluous verbiage. But here it is duly decorated:

On the supposition that an individual salutes an individual. Does an individual lie under an obligation to make a statement of the fact?

I recall that once in crossing the Atlantic I made the acquaintance of a Scot whose downright folk-speech was the finest thing I had ever heard. From a score of memorable instances which have remained with me I select one. He was telling me of a dark day that had befallen him, and he said: "The sun was brushed from my sky." One dare not hope that my advice in this article will eventuate in diction of that order; but one may be sanguine about some effect for the better. What I mean by the elevated diction is simple and direct, two words where one will do; a style that reveals taste, culture, sympathy; clear, vivacious, direct, warm.

An essay a day will achieve it. But now, what essays? I cannot be a law for others; but neither can I avoid being specific for the purpose. The first essay I suggest at this point will sound strange. Nevertheless, begin with E. V. Lucas. You will find in him cultivated ease, conversation lifted to a high level, a good deal of purity and grace. He is the greatest modern. Follow him with Christopher Morley, Robert Lynd, J. B. Priestly, Holbrook Jackson. Then swing back to the essay's beginning; to Montaigne, to Cowley, Steele, Addison, Charles Lamb, Hazlitt. Having drunk at these fountains, you may wonder if the new will ever be as good as the old. But keep on with good cheer; an essay a day may put your head in the clouds and the pen in your hand!

Can you hear the trumpet calling? J. M.

Announcement

Written for The Christian Science Monitor.
At the Hill and Vale studios, in another month, will open the annual exhibition of large canvases by Madame Autumn.

Landscapes and marines will, as usual, predominate. But there will be an agreeable variety of flower and fruit pieces. In Madame Autumn's well-known, brilliant style.

Later in the season, The veteran artist, Monsieur Winter, Dean of the Nature school, will exhibit his latest etchings. In frost, and new ice-block prints, Done in the delicate manner Which has made this black and white artist World famous.

The Hill and Vale studios are fortunate in being able to announce For the coming year, Another exhibition By Mademoiselle Spring. To follow that of Winter. Mademoiselle will show A whole new series Of water-colors and pastels That are sure to be delightful.

The exhibitions will be free to all.

HULDAH M. JOHNSON.

R. L. S. at Pitlochry

Scarcely a mile farther on up this road—a hot, steep walk on a summer day—there stands, on the left hand by the roadside, above a sloping bit of garden, an unpretentious little stone house—three gabled windows above, and a wooden porch between two windows below—a cluster of fir-trees on the near side, and a glen opening from the road on the far side.

"Have you a picture post-card of the house in which Robert Louis Stevenson stayed?" I asked in every shop in Pitlochry High Street whose windows displayed those modern helps to correspondence, picture post-cards.

"No. Where is it?" Or, "No, we haven't. Whose house did you say?" The Falls of Tummel, The Queen's View, The Black Spout, The Salmon's Leap, The Pass of Killiecrankie, each of the hotels, the High Street itself, the view from the very road to Moulin—but Stevenson's cottage—no. Yet there, up that Moulin road, where daily scores of private cars and public motors pass it by, is the cottage in which Robert Louis Stevenson spent two months—June and July 1881—and in which he wrote "Thrawn Janet," and "The Merry Men."

"The Merry Men" has in it nothing of the heathery inland scenery of Perthshire. It describes sea-girt shores and great storms, and is one of the examples of Stevenson's marvellous power of visualizing remembered scenes long after and in absence. The story is fresh and powerful, saturated with the whole-some salt of the ocean; and yet he had not, when he wrote it, seen the Scots seas and coasts for years—probably not since he had yachted among the Hebrides in the June of 1874. Some of the bits about the terrible storm seem to recall even earlier days and his letters home from Wick, where, as a lad of barely eighteen, he was sent to watch the work of his father's engineering firm. This from "The Merry Men":

"The surf, with an incessant hammering thunder, beat upon the reefs and beaches. Now louder in one place, now lower in another, like the combinations of orchestral music, the constant mass of foam was hardly varied for a moment." It makes a bond between it and Tummelside that it was on the sweep of wild moorland beyond Kinaird Cottage above Pitlochry that "The Master of Ballantrae," begun at Saranac, was first conceived. We have it in his own words:

"The final tableau of a story conceived long before on the moors beyond Pitlochry and Strathardie, conceived in Highland rain, in the blend of the smell of heather and peat-bogs. So long ago, so far away it was, that I first evoked the faces and the mutual tragic situation of the men of Durriehed."

Or shall we turn back from Kinaird cottage to Pitlochry in the valley, going by the field path, which Louis Stevenson must often have taken, with Woggs at his heels? It turns off just beside the Children's Holiday Home, once a manse, now with its happy swing and its happy lawn. You can catch a glimpse through the gate, as you pass, of little town-bred children from Perth or Dundee, all clad alike in pink overalls, rapturously spending their fortnight of country enjoyment. How Stevenson would have made friends with them had they been there in his day!

The path skirts the field of yellow corn-sheaves, where birds are happily busy with the insects in the stubble, and the edge of the field is fringed with clover and bluebells; it passes a yellow-haired cottage with its patch of potatoes, its bright little flower-garden. Beside the cottage the burn is caught into a hollowed split tree-trunk, and from this spot falls noisily on to the stones, and a pitter patters ready beside it. A plank bridge crosses the stream, and the field-path becomes rough and stony, muddy too, as it continues on by the side of the widening burn. And the burn now gurgles deep among water-cresses, with a hedge on the other side rich with wild flowers and the red leaves and berries of autumn, and straggling sprays of honeysuckle are caught in the brambles, or dip into the water. Overhead the blue sky flees with clouds, and in the distance, across towers Moun, the purple hills, the patches of fir woods, the farmsteads dotted about among their pointed haystacks; and at least one fine old white home among its ancestral woods—Roselive Masson, in *The Cornhill Magazine*.

Carefully they are removed to his salesroom beyond, then sitting before the hut as the sun sets in shades of vermilion, orange, yellow, opal, then violet beyond the silver waters of the blue Nile, he gazes dreamily at the brilliant picture, picking out the precious color games he will use for the next day's work.

Ducky artist of the Nile! It is not strange that genius is still found in the land of the Pharaohs. Even though he works in lowly surroundings, his gift is a royal one.

Among the Mountains of Porto Rico

AMONG the low mountain ranges which cross the island of Porto Rico from east to west is found this bit of romantic scenery. Perched on the eminence in the foreground is a little native hut, typical of those which the traveler or beauty-lover finds along the well-known route to Comao Springs.

The tree at the right of the hut shows what the winds can do upon such an exposed position; nevertheless the sturdy little building clings there manfully. In contrast with its rude simplicity we may note the artistic grace of the thatched barn and shed in the immediate foreground. They melt into the landscape and follow the configuration of the hills.

At no point on the island is one more than eighteen miles from the sea. On these mountains are fine forests with no parasitic vegetation except orchids, and the steep slopes are everywhere deeply cut by streams descending through rich, alluvial tracts to the sea. Persistent trade winds from the northeast temper the heat. The natives even speak of the "rigors of winter" in the upper altitudes. Large herds of cattle and horses feed on the lowland pastures. Below are plantations of sugar-cane, fruits, nuts, cotton and rice.

Porto Rico was discovered by Columbus in 1493 and Ponce de Leon founded the first Spanish settlement there in 1510.



At no point on the island is one more than eighteen miles from the sea. On these mountains are fine forests with no parasitic vegetation except orchids, and the steep slopes are everywhere deeply cut by streams descending through rich, alluvial tracts to the sea. Persistent trade winds from the northeast temper the heat. The natives even speak of the "rigors of winter" in the upper altitudes. Large herds of cattle and horses feed on the lowland pastures. Below are plantations of sugar-cane, fruits, nuts, cotton and rice.

Porto Rico was discovered by Columbus in 1493 and Ponce de Leon founded the first Spanish settlement there in 1510.

At no point on the island is one more than eighteen miles from the sea. On these mountains are fine forests with no parasitic vegetation except orchids, and the steep slopes are everywhere deeply cut by streams descending through rich, alluvial tracts to the sea. Persistent trade winds from the northeast temper the heat. The natives even speak of the "rigors of winter" in the upper altitudes. Large herds of cattle and horses feed on the lowland pastures. Below are plantations of sugar-cane, fruits, nuts, cotton and rice.

Porto Rico was discovered by Columbus in 1493 and Ponce de Leon founded the first Spanish settlement there in 1510.



A Native Hut in Porto Rico. Photograph by H. Armstrong Roberts.

White Moth

Not even the humming of weed-grass tongues filtered this silence. With any sound. I hushed my breath. But it must have found a breeze somewhere. For a snowflake with wings came drifting through air; it lighted the space, moving so freely, spinning white lace On the lap of the ground.

A white moth playing For one brief round.

GERTRUDE S. McCALMONT.

Safety in Obedience

AMONG educators today the statement, "An obedient child is a safe child," has gained such wide acceptance as to become an axiom. Indeed, it carries pertinent reminders of one's duty to the little folk, whose welfare and character building are so obviously correlated. Could any adult looking retrospectively at his own experiences fail to realize that protection had been his many times solely because of a law-abiding sense or recognition of right authority at an important time? Perhaps it was only in some minute instance of daily life, or perhaps the protection portended much more than immunity from accident or physical harm. It may have been that in an hour of temptation he listened to the "still small voice" of Truth saying, "Son, thou art ever with me," and, obeying this heavenly safeguard, he has been saved from yielding up his God-bestowed peace and clear spiritual insight even for a moment.

On page 256 of the Christian Science textbook, "Science and Health with Key to the Scriptures," Mary Baker Eddy has asked the searching question, "Who is it that demands our obedience?" And she follows it by the assertion, "He who, in the language of Scripture, 'saith according to His will in the army of heaven, and among the inhabitants of the earth; and none can stay His hand, or say unto Him, What dost Thou?' Manifestly, then, it is divine authority which man rightly obeys; and Christian Science teaches mortals how to interpret divine authority through a quickened sense of and susceptibility to good. Indeed, one listening to the promptings of spiritual sense, that ever present witness to God in the human consciousness, feels himself safely guided, and can say with the Psalmist, 'He that dwelleth in the secret place of the most High shall abide under the shadow of the Almighty.'"

It is a recognized fact that the community which provides best for its youth attends closest on the heels of progressive thought. The parent or guardian whose love is wide in scope readily sees that there is no lasting happiness for his or her young charge outside of adherence to basic rules of morality and self-control. But the anxious mother or worried father may ask, How can I require of my child obedience to an unseen Principle? He is familiar only with that form of authority which manifests itself as human opinions, whims, or limitations of his elders. Here the child's counselor needs to seek divine guidance very humbly, that he may trust the reasons thought more completely and persistently to God's keeping. We are told in the Bible that God is not

without a witness in every man. With this hope-inspiring standpoint from which to proceed, even the most puzzled and discouraged parent or teacher can take fresh courage. Appealing to that spiritual witness in the child's untold thought, he may plant the seeds of love for good.

Then, too, just as some statutes, locally indorsed for a time, have not attained the dignity of constitutional amendments, so the needs of some individuals should not be made the basis for hard and fast rules for all children. But the child who has been patiently and consistently directed to divine Principle, God, as the law-giver, will not feel bereft of a guide when, perchance, the personal presence of parent or counselor is removed for a time.

Paul asked, "Who did hinder you that ye should not obey the truth?" Christ Jesus' every precept and example indicated obedience to divine law and rightly removed any belief that persons or circumstances could be an obstruction to doing right. There is no account of Jesus' ever having failed in obedience to God's law, and certainly none other was ever so safe as he. Surrounded by an angry mob that sought to slay him, he prayerfully made his way through the midst of the destructive thoughts and went on to another city—another opportunity to be about his Father's business. The storm on the Sea of Galilee at night, which frightened the disciples, held no terrors for the Master. He had yielded up the false sense of human will so completely to the divine will that he realized no power but good; therefore this proved another opportunity to assert his God-given dominion over threatening error.

Christian Scientists accept the Bible in its spiritual interpretation, and they find that the statements therein relative to God's almighty and omnipotence are practical and operative here and now. The child or adult who is filled with the humble and joyful assurance of God's Spirit, ever-present and loving, does not fear evil, and his safety is a demonstrable fact, even in the midst of seeming danger.

On page 514 of Science and Health the author of that marvelously wise and tender commentary on the Bible writes, "Understanding the control which Love held over all, Daniel felt safe in the lions' den, and Paul proved the viper to be harmless." The safety of all lies in the understanding of Love's universal control. Then with what confidence can youth and adult alike yield obedience to divine Love and realize their safety, unthreatened by danger.

(In another column will be found a translation of this article into Dutch.)

SCIENCE AND HEALTH

With Key to the Scriptures

By MARY BAKER EDDY

PUBLISHED BY THE TRUSTEES UNDER THE WILL OF MARY BAKER EDDY

The original, standard and only Textbook on Christian Science Mind-healing, in one volume of 700 pages, may be read or purchased at Christian Science Reading Rooms throughout the world.

It is published in the following styles and bindings:

Cloth \$3.00
One cheap, vest-pocket edition, India Bible paper..... 3.00
Morocco vest-pocket edition, India Bible paper..... 3.50
Full leather, stiff cover, same paper and size as cloth edition 4.00
Morocco, pocket edition, Oxford India Bible paper..... 5.00
Large Type Edition, leather, heavy India Bible paper..... 11.50

FOR THE BLIND
In Revised Braille, Grade One and a Half
Five Volumes \$12.50

FRENCH TRANSLATION
Alternate pages of English and French
Cloth \$3.50
Pocket Edition, cloth..... 4.50
Pocket Edition, morocco..... 7.50

GERMAN TRANSLATION
Alternate pages of English and German
Cloth \$3.50
Pocket Edition, cloth..... 4.50
Pocket Edition, morocco..... 7.50

Where no Christian Science Reading Room is available the book will be sent at the above prices, express or postage prepaid, on either domestic or foreign shipments.

The other works of Mrs. Eddy may also be read or purchased at Christian Science Reading Rooms, or a complete list with descriptions and prices will be sent upon application.

Remittance by money order or by draft on New York or Boston should accompany all orders and be made payable to

HARRY I. HUNT
Publisher Agent
187 Falmouth St., Back Bay Station
BOSTON, U. S. A.

THE CHRISTIAN SCIENCE MONITOR

EDITORIAL BOARD

The Christian Science Board of Directors have constituted an Editorial Board for The Christian Science Monitor composed of Mr. Willis J. Abbott, Contributing Editor; Mr. Charles E. Haggis, Executive Editor; Mr. Charles E. Heltman, Manager of The Christian Science Publishing Society; Mr. Frank L. Perrin, Chief Editorial Writer. This Monitor Editorial Board shall consider and determine all questions within the Editorial Department of The Christian Science Monitor, and also determine the stated policy of The Christian Science Publishing Society relative to the entire newspaper. Each member of said Editorial Board shall have equal responsibility and duty.

THE CHRISTIAN SCIENCE MONITOR

FOUNDED 1908 BY MARY BAKER EDDY

An International Daily Newspaper

Published daily, except Sundays and holidays, by THE CHRISTIAN SCIENCE PUBLISHING SOCIETY, 107 Falmouth Street, Boston, Mass.

Communications regarding the conduct of this newspaper, articles and illustrations for publication should be addressed to

THE CHRISTIAN SCIENCE MONITOR

EDITORIAL BOARD

If the return of manuscripts is desired, they must be accompanied by a stamped and addressed envelope. The Editor and Editorial Board does not hold itself responsible for such communications.

Subscription price, payable in advance, postage paid at Boston, Mass.: One year, \$3.00. Three years, \$8.25. Six months, \$1.50. One month, 25c. Single copies, 5c.

Member of the Associated Press. The Association Press is exclusively entitled to the use or republication of all telegraph and local news credited to it or not otherwise credited in this paper.

All rights of republication of special dispatches by wire or otherwise are requested to notify The Christian Science Publishing Society.

The Christian Science Monitor is on sale in Christian Science Reading Rooms throughout the world. Those who may desire to purchase the Monitor regularly from any news stand where it is not on sale are requested to notify The Christian Science Publishing Society.

Cost of remaining copies of the Monitor is as follows:

14 pages Domestic Foreign
18 pages 6 cents 2 cents
18 to 24 pages 8 cents 3 cents
25 to 32 pages 8 cents 3 cents
32 pages Parcel post rates, 5 cents
Remitting to Canada, 1 cent for each 2c. or fraction.

NEWS OFFICES
EUROPEAN: 2 Adelphi Terrace, London, England; 221-2 Colorado Building, Washington, D. C.
EASTERN: 270 Madison Ave., New York City.
WESTERN: Room 1458, 532 South Michigan Avenue, Chicago, Ill.
NORTHERN CALIFORNIA: Room 200, 625 Market Street, San Francisco.
SOUTHERN CALIFORNIA: 407 Van Ness Building, Los Angeles.
AUSTRALASIA: Perpetual Trustee Building, 100-104 Queen Street, Melbourne, Victoria, Australia.

BRANCH ADVERTISING OFFICES
New York: 270 Madison Avenue
Philadelphia: 1000 Union Trust Building
Cleveland: 432 Book Building
Chicago: 1000 Union Trust Building
Kansas City: 700 Commerce Building
San Francisco: 407 Van Ness Building
Los Angeles: 407 Van Ness Building
Seattle: 300 Pioneer Building
Portland, Ore.: 100 W. Bank Building
London: 2 Adelphi Terrace
Paris: 100 W. Bank Building
Florence: 100 W. Bank Building

Advertising rates given on application. The right to decline any advertisement is reserved.

PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY, Boston, Mass., U. S. A.

PUBLISHERS OF THE CHRISTIAN SCIENCE JOURNAL, CHRISTIAN SCIENCE REVIEW, THE HOUSE OF CHRISTIAN SCIENCE, THE HERALD OF CHRISTIAN SCIENCE, CHRISTIAN SCIENCE QUARTERLY.

GIANTS TIGHTEN LEAGUE RACE

Maintain Chicago Pace and Gain on Others—Meet Cubs in Crucial Series

NATIONAL LEAGUE			
	Won	Lost	P.C.
Chicago	73	47	.609
St. Louis	67	48	.582
Pittsburgh	68	49	.581
New York	67	52	.563
Cincinnati	51	65	.444
Boston	50	66	.432
Brooklyn	51	68	.429
Philadelphia	44	77	.364

RESULTS SATURDAY
Philadelphia 2, Chicago 1.
Chicago 10, Philadelphia 6.
Pittsburgh at Boston (postponed).
Cincinnati at Brooklyn (postponed).
St. Louis at New York (postponed).

RESULTS SUNDAY
St. Louis at New York (postponed).
Cincinnati at Brooklyn (postponed).

GAMES TODAY
Cincinnati at Boston (two games).
Chicago at New York.
St. Louis at Brooklyn.
Pittsburgh at Philadelphia.

With the four clubs, Chicago, St. Louis, Pittsburgh and New York closely bunched as the league season nears its close, followers are looking forward to one of the most interesting finishes in the league's history. Because of the tenseness of the race, fans are scanning the schedules of the closing weeks with great interest, and they find that Pittsburgh, now a matter of 34 games from the top and only two percentage points behind second place, is favored with the easiest schedule. Second division

Pittsburgh plays at Philadelphia while the **Louis** will try to take a firm hold on second place with three games against Brooklyn. The important series of the week will be that between Chicago and St. Louis on Wednesday today and continues tomorrow. The New York Giants are just now being watched with great anticipation.

lowers, for their record of the last two months has been so impressive that it warrants their being considered strong pennant contenders. During July the Giants won 22 and lost 14 and this month to date they have captured 13 and lost five. If they can take two games against Chicago, it would change the figuring in the league race and reduce the margin of

The schedule of the Chicago league leaders is the most difficult of all for the remaining weeks. After two games with New York, the Cubs meet Pittsburgh once, Cincinnati twice, St. Louis six times, New York again four times. Then, following series with

Brooklyn, Boston and Philadelphia, they meet Pittsburgh and St. Louis in the closing series of the season. This gives the Cubs little time to rest right up to the closing game, for even Boston is considered as strong as many of the other contenders down the final stretch.

Crucial Series Approaching

The series of six games between St. Louis and Chicago, which opens

Sept. 4, will be one of the crucial ones of the year. The World Champions are now in position to strike at the leadership and the six-game series with the Cubs is something for them to look forward to as a means of gaining the top. And their last two games of the season are scheduled with Chicago.

Although Pittsburgh's schedule is considered the easiest, that of New York is not much superior. The Giants' opponents during the last two weeks are Philadelphia, Brooklyn and Pittsburgh, the games between the second-division clubs predominating. If

New York can maintain its pace until then they will have a fine chance of gaining ground, while the clubs ahead of them are engaged in struggling against each other.

The Chicago Cubs have not played a game for one week and their record

for the month is 16 victories and eight defeats. This is the same pace as that of the New York Giants, who have won three less and lost three less. St. Louis is not far behind with 12 victories and six defeats, a record that was not as good as New York's or Chicago's but was good enough to enable the champions to pass Pittsburgh for possession of second place. Pittsburgh won only 11 and lost 11.

won 17 and lost 11. Pittsburgh won 14 and lost 11 and St. Louis won 13 and lost 9. In July the record of the three was Chicago won 18 lost 12; Pittsburgh won 18, lost 15; St. Louis won 16, lost 17. This month to date shows Chicago still maintaining its advance with St. Louis doing better and Pittsburgh not as well. Pittsburgh has had a poorer record each month since May. Its best month.

There is no indications of a letup in the advance of the Cubs and if any club is to win the title it looks as though it would have to do it by maintaining something like a .750 average during the rest of the season. The Cubs' hitting has been well up toward the front all year and is now crawling up to Pittsburgh's. The

Pittsburgh hitters have been mainly responsible for what success the team has had this year. Both Chicago and St. Louis are considered better fortified in pitching than Pittsburgh, while New York, like Pittsburgh, depends mainly upon its powerful offensive. The balance of the Cubs seems to be the best of the four.

Of the second division teams, the Boston Braves have the best record of the month to date. They have won 14 of 21. Against Chicago and Pittsburgh they won five and lost one. Today they are

tonary they open at series with Cincinnati, the result of which will decide the temporary holder at least of fifth place. The Reds have won eight and lost 11 this month giving the Braves a gain of three games and placing them only $1\frac{1}{2}$ games in the rear of the Reds. Brooklyn has won eight and lost 14 and the Philadelphia club has won only six and lost 22. Boston fans now hope that their Braves will do

as well against second-division teams as they have against the pennant contenders and thus assure themselves of a possible place in the first division.

MISS JAKOBB WINS TITLE
BRIDGEPORT, Conn., Aug. 29 (AP)—Miss Iris Jakobb of Flushing, L. I. was victorious in the 440-yard United States women's junior championship swim meet here today.

placed in connection with the Greystone Beach water carnival yesterday. Miss Jakobbs was timed in 6m. 36 1/2s. Miss Ethel Ursprung, Metropolitan 50-yard champion, and Miss Marion Bloomer, holder of several Connecticut state titles finished close behind her. The diving competition was won by Miss Catherine Brown of the Women's Swimming Association of New York. She defeated her team mate.

Local Classified

appear in this edition only. Rate lists. Minimum space three lines. Minimum 100 words. Advertisements measuring three lines must be for at least two insertions.)

BOARD AND RESIDENCE
London
SAYESCOURT HOTEL
2-4 INVERNESS TERRACE
HYDE PARK, W. 2.
A beautiful and most comfortable property, particularly recommended for excellent table and service; English meat; continental breakfast; 200 ft. of the most minute's walk of Kensington Gardens; 2 minutes' walk; inclusive terms from £1 single, 6 gu. double, Bar 240.

CUMBERLAND HOUSE
HOTEL
Telephone Kensington 7620
South & 53 Earls Court Square
Furnishings and service: good locality; convenient for shopping; 200 ft. of the most minute's walk of Kensington Gardens; 2 minutes' walk; inclusive terms from £1 single, 6 gu. double, Bar 240.

English Chef Billiards
Car Hire
Write for Illustrated Tariff.

"FORTY"
35, 40, 42 INVERNESS TERRACE
Hyde Park, W. 2.
High-class, quiet residential, new carpeted; excellent table and service; close to Kensington Gardens, with nature food and buses to all parts, gas fire in bedrooms; 200 ft. of the most minute's walk of Kensington Gardens; 2 minutes' walk; inclusive terms from £1 single, 6 gu. double, Bar 240.

1 BARKGATE GARDENS, LONDON, W. 2.
Tel. Kelvin 8017
Newly built and under modern management
11 COURTFIELD GARDENS, S. W. 2.
Two attractive residential hotels, quiet and comfortable; ideal for recreation, retirement, or business; excellent table and service; constant hot water, inclusive tariff from £1 single, 6 gu. double, Bar 240.

SIMLA COURT, DAWSON PLACE, LONDON, W. 2.
A delightful small hotel, running on a family basis; excellent table and service; and only the best food; beautifully quiet yet extraordinarily convenient position; inclusive terms from £1 single, 6 gu. double, Bar 240.

GUEST HOUSE for Professional Workers
Quanton House, 17 Meadow, Gold Green, London—Bed-sitting rooms; comfortable; excellent table and service; partial board; gardens; Oxford Street; 200 ft. of the most minute's walk of Kensington Gardens; 2 minutes' walk; inclusive terms from £1 single, 6 gu. double, Bar 240.

ONE-ROOM FLATS
LONDON—in Bramham Gardens, S. W. 2.
Newly tenancy on single nights; service at weekly intervals; 200 ft. of the most minute's walk of Kensington Gardens; 2 minutes' walk; inclusive terms from £1 single, 6 gu. double, Bar 240.

KENSINGTON, LONDON, W. 2.
A charming guest house overlooking Kensington Gardens; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

42 NEVERN SQ, LONDON, S. W. 2.
Residence in this attractive hotel, comfortable and convenient; excellent table and service; inclusive terms from £1 single, 6 gu. double, Bar 240.

28 PEMBRIDGE GARDEN
TEL. PARK 2564 LONDON W. 2.
A beautiful residential hotel, quiet and comfortable; excellent table and service; Metro, Tube, buses; own garden; tenancy from £13.00. Near Kensington Gardens.

EDITORIALS

Williamstown and Other Institutes

TWO facts relative to the annual Institute of Politics at Williamstown, which has just ended for this year, seem to indicate that it clearly is filling an educational need. It has now completed its seventh year. When it was first established there was doubt as to whether it would be a continuing event, and the gentleman who provided for its financial needs, Mr. Bernard M. Baruch, contemplated in his first benefaction only three years of continuance. The Institute emphatically has made good, and is fairly to be reckoned as one of the prominent educational establishments of the United States. Its quality is still further testified to by the fact that it is being widely imitated, although those that follow in its lead adopt somewhat different lines of policy. Today the Universities of California, Chicago, Georgia, New Hampshire, Virginia and Dartmouth College all have their annual institutes for free discussion of political topics. The Institute of Pacific Relations, meeting annually at Honolulu, has also many of the characteristics of the Williamstown event.

Readers of those daily papers which have given special attention to the Institute may at times have felt that it was an open forum somewhat given to heated discussions, and not a little subject to the charge of presenting international propaganda. In a sense both charges are true, and neither in any degree militates against the usefulness of the institute as a factor in international education. The debates have been vigorous, and it is no small tribute to the spirit in which the sessions have been organized that both sides of every question have been adequately represented by capable interpreters, and that no limitation has been placed upon the freedom of speech. And as for international propaganda, it is likewise true that representatives of ideas, possibly foreign to those of the United States Government, have been permitted to present them in the most convincing form of which they are capable, but there has always been an American spokesman to present the nationalistic point of view. This has been particularly true on questions affecting international debts, the navies of the world and the administration of the Philippine Islands.

Out of these sharp clashes of opinion, eagerly listened to by a selected body of intelligent observers of international currents, there has undoubtedly proceeded a wider knowledge and a more tolerant understanding of the problems which today affect the world. No one could attend regularly the lectures and round tables at Williamstown without becoming a better informed, and therefore more useful, citizen; and this result undoubtedly attaches to the deliberations of the similar institutes which have sprung up in other parts of the country. Some deal with national affairs only, others give over their whole time to one limited question of foreign policy. But all contribute notably to the evident widening of the American viewpoint on public affairs.

Until the Farmer Is Heard From

EVEN those speakers at the Williamstown Institute of Politics who have so eloquently presented the case of the farmers of the United States in the desire to arouse public sentiment in support of proposed legislation in their behalf probably will admit that there is lacking, except in a few of the states, any political tendency upon which there might reasonably be based the claim that there is a strong trend in the direction of independent or third party action on the part of those who insist that they have failed to receive at the hands of Congress that consideration to which they are entitled. One who recalls previous efforts to align those with a supposed common grievance against the organized political parties is reminded of the launching of the Farmers' Alliance, the Populist Party, and even the Free Silver Party of a generation ago. Historians, not without reason, have recorded their conclusions that progressive and sound legislation has resulted, more or less, directly from such efforts. But the same historians have recorded the rise and fall of such movements, usually with the observation that they accomplished a little only because they asked and attempted much.

But those who seem somewhat extravagant in their forecasts should not fail to take into account the fact that not even the nucleus of a third-party movement can be formed when there is lacking a pronounced division of the voting strength of a state or section regarding some fundamental, or allegedly paramount issue. There is no such division, sectional or otherwise, regarding the desirability, if not the actual necessity, of enacting some form of farm relief legislation. The gentlemen who have come out of the West and South to proclaim the doctrine which they have espoused evidently have done so because they believed the so-called industrial East was not aware of the true conditions in their sections. They make no mention of the fact that the national Administration which they so freely criticize has for some years been in sympathy with just the thing they demand shall be accomplished.

But there does exist, quite naturally, a difference of opinion as to the ways and means which should be adopted. And an important feature of this difference is that it is as frequently emphasized in Iowa as in Massachusetts, and as eloquently expressed in Kansas as in any of the manufacturing states of the East. The disciples of McNary-Haugenism cannot reasonably claim to speak as the representatives of even a majority of the farmers of the middle West and South, and probably not for one-fourth of the business men and manufacturers of those sections.

These persuasive and sometimes eloquent advocates have enjoyed at Williamstown an opportunity which they have by no means overlooked. It may be that they have, because of the apparent lack of restraint, placed themselves in a position which they will be asked to explain or defend when they return to their homes. The people of the West are not impoverished. They are not in a desperate condition. Their credit has not been destroyed. It is true that they

have been obliged, in the last six years, to write off many millions of dollars of paper assets, but most of the farmers realize that their lands are now worth more than they were before the period of inflation brought on by the war emergency, and many times more than they were when originally acquired. The interested investigator will fail to find, except in a few sections of the agricultural areas of the middle West, evidences of the existence of that economic discontent which is the inspiration of third-party movements.

Arbitration and the Senate

THERE seems reason to believe that the treaty for the "Outlawry of War" proposed by the French Foreign Minister, M. Briand, will receive some attention in the United States Senate this winter. Reports have it that the unsettled state of the negotiations for the funding of the French debt may interfere with its completion. That is not improbable. Indeed, nothing is improbable which would indicate the frequent opposition of the United States Senate to any specific action for the substitution of arbitration for war.

Historians point out, not cynically, but regrettably, that the United States has manifested more generous approval of the theory of international arbitration, and the United States Senate more persistent opposition to transmuting this devotion to theory into actual legislative accomplishment than is to be found in the history of any other nation. Certainly the legislative history of efforts at arbitration in the United States is not encouraging.

The peace movement in this country began with the organization of peace societies in New York and in Massachusetts in 1815. From that time until 1856 these societies and their later affiliated bodies were persistent in urging arbitration upon Congress. The only result was a paragraph in the Treaty of Guadalupe Hidalgo, between the United States and Mexico, providing for arbitration of disagreements. History shows that not one single arbitration with Mexico has ever been based upon this paragraph, although special legislation has provided for arbitration conferences with that country. Between 1838 and 1853 the House three times, and the Senate twice, refused to act on resolutions favoring arbitration.

Perhaps, however, the incident which most encouraged the friends of arbitration in the United States was the submission of the Alabama claims to the Geneva Tribunal of Arbitration. Immediately after the outcome of that episode, both the House and the Senate passed resolutions favoring arbitration which were, of course, mere expressions of opinion, and had no legal power. Despite the fact that these resolutions were on the record, in 1838 a Swiss arbitration treaty was turned down, and in 1897 a similar treaty with Great Britain was rejected by the Senate.

Notwithstanding various discouraging events of this character, President Roosevelt in 1905 said, in his message to Congress:

There seems good ground for the belief that there has been a real growth among the civilized nations of a sentiment which will permit a gradual substitution of other methods than the method of war in the settlement of disputes.

The President was a little too sanguine. The Executive, in pursuance of his theory, negotiated no less than eleven treaties with the foremost powers of Europe, and with Japan, all of which had to be abandoned after the Senate had so amended a treaty with France as to destroy its value according to the President's opinion. But later, in 1908, under the secretaryship of Elihu Root, the Hay treaties were revived. Twenty-five were negotiated; twenty-two were finally ratified, and of these, eleven have been allowed to lapse. Of those still in force, some will lapse in 1928, and others are ineffective because the State Department has never appointed the commissioner provided for by them. The many treaties negotiated under the secretaryship of Mr. Bryan were not technically arbitration treaties, but treaties for conciliation. Twenty-one are still in force, but only three—those with Denmark, Portugal and Sweden—can be regarded as operative, because of the failure in other cases to maintain commissioners.

It would seem that a searching inquiry into the present status of the treaty relations of the United States, particularly with the more powerful nations of Europe, and having reference primarily to the recognition of the principal of arbitration by this government, might well be undertaken by a Senate committee during the coming winter.

Forest Wisdom in Idaho

THE American state of Idaho is generally pictured as a mountainous region dotted with mines and ranches and producing chiefly metals, cattle, sheep, wool and a famous senatorial orator. But it has another source of vast present and future wealth by which it will be known—lumber. Its forests are of great extent and contain huge quantities of white pine and other valuable timber trees. The State has enacted wise forestry laws for the preservation of this wealth. It has an active and efficient school of forestry. Big companies have begun to develop its lumber resources. One of the largest is pursuing a policy that is worth watching by other lumber corporations and the people of other states, for it is conducting its operations with an eye to the long future and planning so that it will draw profits from the forests continuously during an indefinite period of years.

This corporation is the Clearwater Timber Company of Lewiston, Idaho. It is opening up the largest continuous stretch of white pine in the State in association with the Pacific Power and Light Company and the Northern and Union Pacific railroad companies. Its program includes the construction at Lewiston of a modern lumber mill with an annual capacity of 200,000,000 board feet, the building of a dam across the Clearwater River to produce electric power for the mill and form a log storage pond and the construction of forty-one miles of standard railroad. The cost of the mill, the dam and the railroad will be about \$11,000,000.

The timber area thus to be opened contains the Clearwater Company's present holdings,

about 200,000 acres, 125,000 acres owned by other companies and individuals, 125,000 acres belonging to the State of Idaho and a vast area of National Forest timber that eventually will come through the Lewiston gateway.

The area in question is not suitable for agriculture. Owing to the nature of the soil, the mildness of the temperature and the abundance of rainfall, it is particularly well adapted to the rapid growth of valuable timber. The forward-looking wisdom of the Clearwater Company's plans that make them worth study by other corporations and other states lies in the manner in which it cuts its trees and the condition in which it leaves the ground that is cut over. It began operations in 1926. It felled white pine trees that were eighty to one hundred years old, obtaining 40,000 feet of lumber to the acre. Trees eleven inches in diameter and under were left standing for future growth and production of seed. The slash was gathered and burned. A survey by the Idaho School of Forestry indicated that the trees left standing would furnish a profitable second cut in 1927, only thirty-five years after the first cutting.

The Aerial Welcome

WITH shrewd prevision, the United States Department of Commerce has issued instructions whereby towns and cities may know the proper size of the letters, and how best to repose them on the landscape, in order to identify themselves for the guidance of aerial travelers. This should save a lot of trouble in the future when, without such information, the mayor and board of selectmen might have to go up and down several times in a balloon before deciding whether their local identification was visible at a reasonable altitude.

Uniformity is also desirable, and an even shrewder prevision might well determine in advance whether private enterprise shall be permitted to enter a new and tempting field of advertising. It has taken time and effort to curb, even partially, the zealous tendency of private enterprise to supplant landscape with advertising. To be sure, it will be quite a while, at the nearest, before the volume of daily air travel warrants the expense of using the planet for a billboard; and many experiments will be necessary before the outdoor picture gallery can be painted and exhibited horizontally.

That many towns and cities will sooner or later be thus labeled goes without saying. Meantime towns and cities are here and there labeling themselves for the benefit of motorists, so that the traveler may know that Timbuktu heartily welcomes him as he enters and as cordially invites him to come back when he departs. This is a help to the motorist, wondering where he is, and to the citizen, whom he otherwise would interrogate, and who would probably forget the amenities of hearty welcome and cordial invitation to return. And even if the motorist has no time to stop and never comes back, these amenities warm the heart.

Commemorated in Peace

THE esteemed Boston Herald has made a motion which millions of people in the United States and throughout the world will heartily second. It is that the new bridge being built to connect the Lincoln Memorial, on the Washington side of the Potomac, with the former homestead of Robert E. Lee in Arlington, be named and dedicated as the Bridge of Lincoln and Lee. Present reference is made to the beautiful structure as the Memorial Bridge, of which there are countless numbers. Realizing this, it is undeniable that the designation is somewhat meaningless because it fails to fix in thought immediately the specific locality or object which it pretends to identify or designate.

Then also the name which is proposed is especially appropriate because it would serve to emphasize the fact that the scant distance which divided these two great leaders, and which is now being bridged by a material structure, never more than temporarily separated the North from the South politically or sentimentally. In the city of Washington there is now idealized and outwardly personified that more complete union which has been realized, not because of internecine war, but in spite of it. There the people, first in thought and then in marble and bronze, have erected their enduring monuments in commemoration of a peace forever established and forever to be cherished. Upon those monuments the names of Lincoln and Lee are indelibly inscribed. The dividing imaginary line has long been bridged. Its last faint markings have long since been obliterated.

To the generations which are taking their places on the stage of action today the tragedy of a preceding generation of Americans is hardly more than a tradition. But by them, as by their immediate predecessors and those who endured the hardships and the sorrows of those years of bitterness, there will be held in growing respect the names of two men who, had the decision been left to them, would have spared their common country the sacrifice which others regarded as unavoidable.

Editorial Notes

In declaring that the greatest prize in aviation today—greater than any competitive flight award—is the perfecting of a small, economical and entirely reliable airplane, to permit safe flying by the average person, Glenn L. Martin, well-known flier of an earlier day, expressed a thought which must have come to many observers of recent air events.

What a grand time one could have any rainy afternoon in the attic browsing among those 350 volumes representing more than 100 schemes for a perfect social state, a Utopia, just presented to Harvard University. This collection is said to be the only considerable one with the exception of the unparalleled library of John Burns in London.

Results of Chicago's experiment in using radio in the classroom indicate that even the best loudspeaker cannot successfully substitute for the teacher's smile.

Jiddah in Pilgrimage Time

VISITING Jiddah in Arabia, at the period of the Great Pilgrimage is a very different affair from visiting the place any time during the remaining ten months of the year. On approaching the port one sees a regular fleet of ships of many nations moored with almost naval precision, and an activity reminiscent of the actual visit of a large fleet to a foreign port.

This year the time of the pilgrimage happened to be during the hot season—the second week in June to be precise—and the journey to Jiddah in a pilgrim boat was not an altogether untroubled one.

Certainly the pilgrims were well-behaved, quiet and polite, but they were simply everywhere on the vessel, in any and all classes of accommodation, up and down ceaselessly, in and out and as often as not, praying in the most awkward and unlikely spots. And then when we arrived level with the appointed locality on the shore, where the holy region is taken to commence, prayer and chant were set up with special energy and the appropriate clothes donned for the great occasion.

It can be imagined how the whole position must strike the pilgrim who has perhaps been waiting and saving for years for this journey, which is the outstanding event of his whole existence. To the non-Moslem, the great and implicit trust in God is indeed strikingly impressive.

The mass of pilgrims from India and the Dutch Indies arrived in vessels of their respective countries; others came in British, Greek and Italian vessels. The total number of persons, who made the pilgrimage this year, was expected to reach nearly 150,000, notwithstanding two disputes which limited the numbers of Egyptians and Persians respectively.

The Egyptian dispute related to the non-dispatch of the "Mahmal," that is to say the customary caravan under armed escort, which takes a special "veil" from Egypt to place on the great black rock in the big mosque at Mecca. King Ibn Saud represented that under his control of the Hejaz, there was no necessity for armed escorts and that he was quite prepared to keep the peace on the line and elsewhere. The Egyptian Government refused to dispatch the "Mahmal" without escort, so it has accordingly not been dispatched.

The second dispute related to the razing of certain special praying mounds at particular localities in Mecca. In the matter of King Ibn Saud's contention as to security, and peaceful movement to and fro, there is no question that in the Hejaz as hitherto in Nejd, he is altogether capable of making his word good. Armed men are little in evidence, and it is a fact that in and around Jiddah, even in the most crowded days, persons can move in perfect safety any time of the day or night. The law and order is quite remarkable, as also further up the line.

The King himself personally directs and manages all affairs connected with the pilgrimage and it cannot be gainsaid that his rule, succeeding that of the Hashimite dynasty and previous to that of the Turkish Government, makes for a united and strong direction of affairs from the Persian Gulf to the Red Sea.

Life in Jiddah must be hard for any westerner, the climatic conditions being at times almost intolerable and the amenities of existence scanty. While there is a good system of water supply by means of condensing apparatus (maintained by an Englishman whose wife is the only English lady in Jiddah), it would seem to be a good opening for an enterprising person to install an ice plant.

Some enterprises are progressing, notably the sale of motorcars, but as usual none of these are of British make. The consular corps is fairly representative, mainly on account of the various nationalities of the pilgrims, but it appears likely that the time must arrive when the Saudi status, as a monarch reigning over vast dominions, will necessitate the appointment of duly accredited representatives to his court.

As far as British interests are concerned, commercial matters are lagging somewhat, primarily, I suppose, owing to the high prices charged, but politically Great Britain seems to be well holding her own, and her relations with the King are of long and proved standing, loyally adhered to by His Majesty and not founded upon the handful of gold, which according to all accounts, were freely bestowed upon his unfortunate predecessors on the Hedjaz throne.

It remains to be seen how far and if the Italian penetration in the Yemen, and Italian relations with the Imam of that place, Ibn Saud's sole rival now in Arabia, will eventually complicate matters.

There are still naturally many points to which the present enlightened and powerful monarch will have to turn his attention, and it is to be hoped that one of these will be the liquor question.

As a Wahabi, no one can be more strict than he is to keep Moslem tenets pure, and the lax views of the Turks, carried on by other well-to-do Moslems under the former regime, must from a religious aspect afford a theme for scandal among unbelievers. F. C. O.

A Cat's-Eye View of the Law

THE Senior Cat of the Law Courts sat on the floor of the Great Hall near the notice-board and regarded with languid interest the feet of those passing by. To have looked up at the rest of them would have entailed more effort than they were worth. Besides, he knew from long experience all about their owners, legally, from this somewhat restricted view of them.

Those large and stationary boots near by, for instance, belonged to one of the older ushers. It was inconsiderate of him to stand so near because the kind of boot-polish he used was inferior and of an unpleasant smell. However, one got used to anything. Those two small feet that had just hurried up and halted in front of him, encased in suede shoes with high heels and diamond paste buckles, belonged probably to a lady juror who was now ten minutes late for the assembling of the Court. Yes, she was asking for Mr. Justice Mugg's Court. She was unfortunate, because old Mugg was unsympathetic toward cats and late jurors alike, and would take no excuses as to traffic hold-ups or tube breakdowns.

Those two patent leather shoes that hurried by next the cat knew very well; they belonged to Mr. Blowhard K. C.'s clerk. He was really Mr. Blowhard's managing partner if the truth were known: "We," the cat had heard him say to no less a personage than the Mr. Tape of Tape, Sons, Wuggle and Tape, Solicitors, "are in the House of Lords tomorrow, and in any case I could not dream of letting Mr. Blowhard go into court under 200 guineas." He was now on his way to arrange the business of the courts as far as Mr. Blowhard was concerned; that gentleman had five cases on in different courts today at 10:30 and it would need all the clerk's skill to avoid disaster—a postponement here, a settlement there, a morose appearance in the remaining cases. So the patent leathers were twinkling faster than usual today.

The next two pairs of boots, marching slowly and irresistibly in step, undoubtedly belonged to two police witnesses. In his young days the cat had always found policemen's legs the most satisfactory thing to rub against, and on one epic occasion had even done so when the officer was standing in the witness-box one drowsy summer day when the court usher's vigilance was relaxed, with the result that the policeman's usual recital from his notebook, beginning "At about 4 p. m. on the height I was standing house-side the Red Lion in the Lower Kennington Road . . ." was somewhat less steady than usual.

Two pairs of leisurely feet pacing up and down; two calm and collected voices. A remark floating down as they pass—"My dear man, I couldn't persuade my man up another hundred even if I wanted to. And you'll have to amend your pleading before you can get anything at all, and that means costs"—reveals counsel's occupation of settling a case. Very shortly they will get up before the Judge and explain how the other side has withdrawn all their accusations, unfounded of course, and how happy they are to be able to tell his Lordship that he will not now be troubled, etc., etc.; indorse their brief with a triumphant flourish; and so back to chambers with the consciousness of a day's work well done.

A whirr and flutter of silk gown and two-button glacé boots striding earnestly forward. Mr. Blowhard himself passing by. The voice that has carried awe and persuasion to so many jurors and witnesses, so that the simple sentence "It was on a Thursday, members of the jury," carries such a wealth of meaning that all the jurors resolve never to do anything again on a Thursday, speaks now jovially to his legal client of the Perfect Golf-course, as though—as is indeed the fact—its owner were the mildest man in all the world. Like all busy men, he is a master of minutes! and the cat remembers an occasion when the great man stooped to stroke him.

A suitor's feet this time; the voice and they evidently come from Lancashire. "Ah, tho't it were a question of 't cotton being up to standard or no; but now 't lawyers have got hold of it 't's all mixed up with a thing called onus and the Statute of Frauds. However, if they brass up 't's all one to me."

Sixteen feet of various sizes and shapes advancing; with four voices raised in various degrees and tones of protest. The latter, as is well known to the cat, belong to the unsuccessful party and his friends; the eight silent and satisfied feet belong to the successful party. It is all about a lorry-load of tomatoes that got scattered over the Strand somehow, and if the four voices are to be believed the amount of rapacity and perjury they have caused is colossal and the case is to be taken to the House of Lords immediately.

The cat, distilling noise, and having but faint enthusiasm for either tomatoes or the House of Lords, rose with dignity, lost a little of it in avoiding the heading feet of a Central News messenger-boy, and retired to a more secluded spot in the coat and parcel office, where his high thoughts would not be disturbed. B. T. J.

From the World's Great Capitals—London

MISS RUTH DRAPER, the well-known American actress, whose extraordinary cleverness and talent have won for her such an unusual place, has been delighting London, and, as a number of newspapers have commented, is the only person who ever ran a season single-handed in a London theater, playing to capacity houses all the time. So successful has she been that accounts of her work and of the crowds that surround the theater at every performance have been transferred from the theatrical to the general news columns of the papers. It is said that no performances ever given in London have attracted such diverse audiences. Ladies in Victorian raiment who have not attended the theater for three decades have come to watch Miss Draper's work. As the Manchester Guardian says, "She is an extraordinarily clever mimic, but the people she mimics are not so much individuals as types. That is the charm of her work, and that is why it cuts so deep."

The highly successful advertising convention just held in London brought out the inevitable crop of stories, of which the following amusing tale is one. A persistent advertising canvasser called upon a retail merchant, who declared that no one bothered to read advertisements. At last the canvasser offered him a free advertisement just as a test. "You can say what you like about me. Nobody will read it," said the obtuse merchant. The canvasser arranged a three-line notice in an obscure column to the effect that the merchant in question wanted to buy a cat. Four hours after publication an urgent message was received at the office of the paper, asking that the notice be withdrawn at once, as 117 cats had arrived in that time. After recovering from his natural annoyance, the merchant saw the moral and joined the select company who have learned what the printed word will do for their enterprises.

"Lenine Estate" is a name decided upon after lively debate by the Bethnal Green Borough Council for a block of municipal dwellings just erected in this London suburb. Bethnal Green is a slum area that has been for some time past under the control of Socialists. The adoption of a name which associates the Borough with the Russian Soviets was strongly opposed by the Conservative minority upon the Council as calculated to "stigmatize and mark with an alien brand the part of the Borough to which it was applied"; but this objection was overruled by fourteen votes to ten on the ground that Lenine is at least as suitable an individual to be honored as are Handel, Mendelssohn, Mozart and Pasteur. The incident has attracted

a good deal of attention as illustrating the contest of ideals still going on not only in municipal affairs but also in party politics in Parliament and in the entire British Labor movement.

A "movie" film that cost only £250 to produce is being tried out in London. It is the work of Oxford University students and teachers, the parts being taken by undergraduates and undergraduates, none of whom were paid any salaries. The title of the film is "Next Generation, Please." It was made in the quaint old village of Thame in Oxfordshire, some of the scenes being actual ones from a country fair there. The story was written by a Trinity College "don."

To encourage cleanliness, clear-speaking, and general smartness, the Cecil Hotel has instituted a quarterly inspection and contest among its large platoon of page boys. The judges at the initial contest first made a close inspection of shining buttons, impeccably creased trousers, spotlessly white gloves, and shining faces. The boys then faced the elocution test, which was much more difficult. They had to march around the large hall in which the contest was held calling out the names and room numbers of imaginary guests. The names included such tongue-twisters as Dr. Gawronsky, Mr. Schierwater, and Mr. Monfarriage. James Chaney, the smallest boy, won the prize. Although he only reaches to the waist of the average hotel guest, his clear, stentorian voice more than made up for his size, or lack of size. He strode unflinchingly around the hall calling out "Monsieur Contomichalos, two three four, please." The "please" was uttered softly, but persuasively, and James was awarded the first prize, a silver watch and a medal.

Sayings of the week: Motorcars have been increasing by leaps and bounds, and pedestrians have been surviving by the same means.—Lord Devar.

I am never pessimistic when I travel within our Empire and remember the difficulties faced by our old pioneers, and know that the same spirit is still there.—J. H. Thomas, M. P.

Forgiveness lies at the bottom of Christianity, and kindness is still the great secret of life.—Mr. Justice McCardie.

Continuity is the secret of successful advertising.—Moj. Montague Gluckstein.

Keep always with you the company of great thoughts, the inspiration of great ideals, the example of great achievement.—Sir Maurice Craig.